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July 18, 2019

Mr. Bryan Adams, P.E.
Region Two Director
Utah Department of Transportation
2010 South 2760 West
Salt Lake City, UT 84104

Subject: UDOT Project Number S-0085(9), S.R. 85, MVC; Environmental Impact Statement 5600 West Transit Component, Salt Lake County, Utah (PIN 13149)
Environmental Impact Statement Re-evaluation

Dear Mr. Adams:

A Final Environmental Impact Statement (Final EIS) and Section 4(f) Evaluation for the Mountain View Corridor (MVC), Salt Lake and Utah Counties, was completed in September 2008 and approved through the issuance of a Record of Decision (ROD) on November 17, 2008 from the Federal Highway Administration (FHWA). The subjects of this EIS Re-evaluation are refinement of the transit alternative that was selected in the ROD (the 5600 West Transit Alternative with Dedicated Right-of-Way Option) and project implementation and phasing.

This memorandum is intended to support a decision on whether a supplemental EIS is required, pursuant to applicable criteria in FHWA's NEPA regulations. The regulations in 23 CFR 771.130(a) provide that a supplemental EIS is required when "(1) Changes to the proposed action would result in significant environmental impacts that were not evaluated in the EIS; or (2) New information or circumstances relevant to environmental concerns and bearing on the proposed action or its impacts would result in significant environmental impacts not evaluated in the EIS." To support that determination, this memorandum summarizes the proposed refinement to the 2008 ROD selected transit alternative and changes to project implementation and phasing; discusses changes in the affected environment; and considered whether any of the changes in the project and affected environment require a supplemental EIS. The appendices to this memorandum include the supporting technical documentation and reports.

The environmental review, consultation, and other actions required by applicable federal environmental laws for this project are being or have been carried out by UDOT pursuant to 23 USC § 327 and a Memorandum of Understanding (MOU) dated January 17, 2017, and executed by FHWA and UDOT. This Re-evaluation is being processed in accordance with this agreement, and UDOT is the agency responsible for approving the Re-evaluation. Under the assignment MOU, UDOT is responsible for conducting any additional environmental review (including Re-Evaluations) that may be required for projects that were approved by FHWA prior to execution of the assignment MOU.

Background and Need for the Re-evaluation

The overall Selected Alternative in the 2008 ROD included both a roadway alternative (the 5800 West Freeway Alternative) and a transit alternative (the 5600 West Transit Alternative with Dedicated Right-of-Way Option). Since the ROD was issued, this overall alternative has been refined and is referred to as the Refined Selected Alternative. The Refined Selected Alternative includes changes to the Selected Alternative's transit components, namely implementing Express Bus service instead of bus rapid transit (BRT) in Phase 1.

The 2008 ROD was conditioned upon UDOT's compliance with the phased approach to implementing the project as described in Chapter 36, Project Implementation (Phasing), of the Final EIS. The ROD authorized UDOT to proceed with construction of Phases 1 and 2 of the roadway as well as right-of-way acquisition and design for all three phases of the MVC Project as long as the conditions of the phasing were met. The ROD did not authorize construction of Phase 3 of the roadway. The ROD stated that before Phase 3 can be constructed, an additional ROD and potentially additional NEPA review would be required.

The purpose of this Re-evaluation is to address changes to the project phasing. Specifically, the Re-evaluation evaluates changes to **Phase 1** transit implementation of the transit alternative that was selected in the 2008 ROD (the 5600 West Transit Alternative with Dedicated Right-of-Way Option). Phases 2 and 3 transit and project implementation will be addressed after the Phase 1 elements are fully implemented and are not part of this Re-evaluation.

The 2008 ROD's Selected Alternative proposed that transit would be constructed in three phases. As described in the Final EIS and the 2008 ROD, the transit system would have started as Bus Rapid Transit (BRT) in Phase 1 and would have been converted to rail transit in Phase 3. Figure 1 in Appendix A shows the proposed 5-mile transit alignment on 5600 West for Phase 1. Figure 1 also shows the entire Phase 3 transit build-out that was analyzed in the Final EIS (shown as Phase 1 right-of-way preservation).

Table 1 describes the transit elements of the 2008 ROD's Selected Alternative and compares them with the Refined Selected Alternative's Phase 1 transit elements being evaluated in this Re-evaluation.

Table 1. Summary of Transit Phase 1 Changes in Implementation in This Re-evaluation

| | Phased Transit Implementation for the 2008 ROD's Selected Alternative | Refined Selected Alternative |
|----------------|--|---|
| Phase 1 | Transit Implementation <ul style="list-style-type: none"> The Utah Transit Authority (UTA) will take all actions necessary to (1) complete Phase 1 of the 5600 West Transit Alternative with Dedicated Right-of-Way Option and begin revenue operation by December 31, 2015, and (2) complete Phase 2 of that alternative and begin revenue operation of that phase by December 31, 2025. UTA will construct BRT in a fixed guideway (Type 3 bus rapid transit) along 5600 West from 2700 South to 6200 South. As part of Phase 1 activities, UTA also will acquire the necessary right-of-way to construct a fixed-guideway transit system along 5600 West from 11800 South to Interstate 80 (I-80) and along I-80 from 5600 West to the Salt Lake City International Airport. | Transit Implementation <ul style="list-style-type: none"> Phase 1 transit will include express bus transit service along the existing 5600 West and North Temple roadway travel lanes from the Old Bingham Highway TRAX station to downtown Salt Lake City. |

The transit improvements associated with the 2008 ROD's Selected Alternative included constructing a fixed-guideway transit facility on the existing 5600 West arterial road in Salt Lake County from Herriman to the location where the alignment left 5600 West at the existing railroad crossing north of 700 South and crossed under I-80 at the existing railroad crossing. After crossing under I-80, the alignment turned east along Amelia Earhart Drive. The fixed guideway consisted of an area in the center of the roadway dedicated solely for the use of transit vehicles, with street traffic using general-purpose lanes on the outside of the roadway. Transit stations would have been located in the roadway median. The transit improvements included in the 2008 ROD's Selected Alternative were under the authority of UTA and did not require FHWA's approval.

UDOT started construction of the MVC roadway component of the 2008 ROD's Selected Alternative in 2010 and is in the process of completing Phase 1 of the roadway project. However, UTA has not implemented the Phase 1 transit improvements of the 2008 ROD's Selected Alternative because of (1) a lack of funding and (2) the local municipalities and development have not implemented transit-supportive land use that was consistent with the MVC

Growth Choices process approved by the Cities. Based on the 2008 ROD, for UDOT to move into Phase 2 of the roadway component, Phase 1 of the transit component was to be in revenue operation (anticipated by 2015 in the ROD). Because Phase 1 transit is not in revenue operation and UDOT would like to proceed with Phase 2 roadway construction, UDOT and UTA developed a Refined Selected Alternative for Phase 1 transit implementation that addresses the MVC's purpose and provides improved transit mobility compared to Phase 1 of the 2008 ROD's Selected Alternative (see Table 1 above).

Re-evaluation Analysis

Following is a summary of the main components of the EIS and any changes associated with each component due to the refinements in implementation of and the transit components of the Refined Selected Alternative and previously known and newly identified environmental resources in the project area.

Purpose and Need

As stated in the EIS, the purpose of the MVC Project is to improve regional mobility by reducing roadway congestion and by supporting increased transit availability, supporting local growth objectives, increasing roadway safety, and supporting increased bicycle and pedestrian options. The proposed revisions included with the Refined Selected Alternative do not change the original project concept or project purpose; therefore, the purpose of and need for the project remain valid.

Independent Utility

No additional transportation improvements are necessary for the proposed project to function as intended. The project would not restrict consideration of alternatives for other reasonably foreseeable transportation improvements.

Changes from the 2008 ROD's Selected Transit Alternative Incorporated in the Refined Selected Alternative

The elements of the Refined Selected Alternative for the Phase 1 transit implementation are listed below. Where the elements of the Refined Selected Alternative are different than the Phase 1 transit improvements in the 2008 ROD's Selected Alternative, these elements are described in more detail. Detailed figures for the Refined Selected Alternative are provided in Appendix A.

The following list summarizes the attributes of the Express Bus service that is being proposed as part of the Refined Selected Alternative to replace the Phase 1 transit element described in the 2008 ROD's Selected Alternative:

- **Limits of Service:** The Refined Selected Alternative's Express Bus route would be 29 miles long versus the 5 miles of the Phase 1 BRT for the 2008 ROD's Selected Alternative. The Refined Selected Alternative's Express Bus route would serve four cities, while the Phase 1 BRT for the 2008 ROD's Selected Alternative would have served two cities. The Refined Selected Alternative's Express Bus would serve the Salt Lake City International Airport and downtown Salt Lake City; the Phase 1 BRT for the 2008 ROD's Selected Alternative would not.
- **Alignment:** As shown in Figure 2 in Appendix A, the Express Bus would generally run along 5600 West within the existing roadway travel lanes from the Old Bingham Highway light rail station to the International Center and from there to the Salt Lake City International Airport and into downtown Salt Lake City on North Temple. The 2008 ROD's Selected Alternative Phase 1 BRT would have generally run in the middle of 5600 West between 6200 South and 2700 South.
- **Service Headways:** 15-minute headways during weekday peak hours, 30-minute headways during weekday non-peak hours, and 60-minute headways during weekday night-time hours. The 2008 ROD's Selected Alternative Phase 1 BRT headways were not specified.
- **Travel Time:** The Refined Selected Alternative's Express Bus includes several preferential treatment options (see Figure 3 in Appendix A) that could improve travel time (transit signal priority, queue jump, bus on shoulder, or modified bus on shoulder). These preferential treatment options could reduce travel time by 8% to 27% compared to baseline conditions in locations where they are implemented. The 2008 ROD's Selected Alternative Phase 1 BRT would also reduce travel time compared to baseline conditions. The 2008 ROD's Selected Alternative would have more reduction in travel time compared to the Express Bus because it would

be on a dedicated right-of-way between 2700 South and 6200 South.

- **Ridership:** The Refined Selected Alternative's Express Bus ridership is forecasted to be 2,200 to 3,900 per day in 2020, compared to 300 to 600 per day for the Phase 1 BRT for the 2008 ROD's Selected Alternative.
- **Capital Costs and Operation and Maintenance Costs:** The Refined Selected Alternative's Express Bus capital cost would be less than that of the Phase 1 BRT for the 2008 ROD's Selected Alternative. The Refined Selected Alternative's Express Bus operation and maintenance costs per mile would be less than those of the Phase 1 BRT for the 2008 ROD's Selected Alternative.
- **Hours of Service:** Anticipated to approximately match typical hours of service for other Salt Lake County bus routes and to be refined by transit service planners.
- **Equipment:** Standard 40-foot buses.
- **Stops:** Stops are shown in Figure 2 and described below:
 - **New stops** would be provided at the following locations along 5600 West and would include shelters, benches, lighting, and reader boards for bus arrival times:
 - 9000 South
 - 7800 South
 - 7000 South
 - 6200 South
 - 5400 South
 - 4700 South
 - 4100 South
 - 3500 South
 - 2700 South
 - California Avenue
 - International Center
 - **Existing stops** at the following locations will be utilized. Evaluate providing lighting and reader boards at the existing stops.
 - Old Bingham Highway TRAX station
 - Salt Lake City International Airport
 - North Temple near the State Complex (about 1900 West) in Salt Lake City
 - North Temple commuter rail station in Salt Lake City (about North Temple and 400 West)
 - Downtown Salt Lake City stops would be located at existing bus stop locations
- **Parking:** Park-and-ride lots will be provided at the following locations (see Figure 2):
 - Old Bingham Highway (existing TRAX station park-and-ride lot; evaluated in the Final EIS)
 - 9000 South (new)
 - 7800 South (new)
 - 6200 South (evaluated in the Final EIS)
 - 5400 South (evaluated in the Final EIS)
 - 3500 South (existing MAX station park-and-ride lot; evaluated in the Final EIS)
- **Transit Priority:** Express bus traffic for 5600 West would be prioritized over passenger vehicles through appropriate operational measures, which could include queue jumping at signalized intersections, shoulder running (that is, buses driving in the roadway shoulder), and transit signal priority (Figure 3 in Appendix A). Where applied, shoulder running would use existing shoulders, and bus queue jumps would use a shared right-turn and queue-jump lane. To allow shoulder running from about 7000 South to 3100 South, 5600 West would be restriped to reduce the northbound and southbound outside travel lanes by about 1 foot, and that width would be added to the existing shoulder. Additional shoulder improvements, such as installing signs and removing obstacles, would be implemented for about one-quarter mile upstream of the intersection. To ensure safe and preferential bus operations, buses would drive on the shoulders only where and when allowed and at the discretion of the bus driver.
- **Timing:** The improvements listed above would be implemented when funding and permits are obtained.

Environmental Consequences Analysis

UDOT has evaluated the expected impacts to the natural and built environment from the Refined Selected Alternative. The expected impacts of the Refined Selected Alternative would include impacts from Phase 1 transit implementation only. Overall, the Refined Selected Alternative would have fewer impacts to the environment than those analyzed in the Final EIS for the 2008 ROD's Selected Alternative because the entire Express Bus route is within the existing road system. The 2008 ROD's Selected Alternative included about 1.5 miles of new facility on a new alignment. No substantial changes would occur to the natural or built environment as a result of the Refined Selected Alternative that would significantly affect the quality of the human and natural environment. Most of the impacts of these changes are less than those previously disclosed in the MVC Final EIS for the 2008 ROD's Selected Alternative and therefore are not individually or cumulatively significant or significantly different from those described in the 2008 Final EIS and ROD.

As part of the Re-evaluation process, UDOT conducted field investigations in 2019 to update the biological resources, waters of the U.S., and cultural resources information within the project footprint. Clearance memos for these field investigations are provided in Appendix B.

The sections below summarize the changes to the environmental impacts from those analyzed in the Final EIS for the 2008 ROD's Selected Alternative as a result of the refinements in implementation of the transit components of the Refined Selected Alternative.

Land Use Impacts

Consistency with Plans. The MVC Final EIS stated that, for the transit alternative that was ultimately selected in the ROD, transit along 5600 West would be generally consistent with local land-use plans and with the Wasatch Front Regional Council's (WFRC) long-range transportation plan. The proposed Express Bus that is part of the Refined Selected Alternative is also consistent with the current local land-use plans and with the current WFRC long-range transportation plan. The current local land-use plans are similar to local land-use plans at the time of the Final EIS. The WFRC long-range transportation plan was amended in January 2018 to officially approve the change to Express Bus on 5600 West.

Direct Land Use Impacts. The Refined Selected Alternative would impact a total of 9.79 acres of urban and suburban land uses. Figures showing the location of the impacted areas are included in Appendix A (Figures 4 to 16). Of these 9.79 acres, only about 1.96 acres are areas of new impact beyond what was previously evaluated for the 2008 ROD's Selected Alternative.

The 1.96 acres of new impact are the two additional park-and-ride lots that are proposed as part of the Refined Selected Alternative: one at 9000 South 5573 West (Appendix A, Figure 4) and the other at 5524 W. Ranches Loop Road (southeast quadrant of 7800 South 5600 West intersection) (Appendix A, Figure 6). These two park-and-ride lots were not evaluated in the Final EIS for the transit alternative that was selected in the 2008 ROD.

The park-and-ride lot at 9000 South and 5600 West on the southeast quadrant would be 0.74 acres and would be located in a vacant field that is adjacent to residential developments in the southeast quadrant of the intersection. The lot would be compatible with the general urban nature of the area along two busy roads. The lot would be consistent with the general commercial-related zoning and proposed future land uses identified by West Jordan City.

The park-and-ride lot at 5524 W. Ranches Loop Road is on the southeast quadrant of the 5600 West and 7800 South intersection and would be 1.22 acres. This park-and-ride lot is located in a planned commercial development. The lot would be compatible with the general urban nature of the area along 5600 West. The lot would be consistent with the general commercial-related zoning and proposed future land uses identified by West Jordan City.

Sequencing Effects on Land Use. The intent of the sequencing in the MVC Final EIS and ROD was to encourage transit-oriented development by introducing high-quality transit before providing the new freeway capacity. The MVC FEIS analysis determined that the sequencing proposed with the 2008 ROD's Selected Alternative was unlikely to affect land use patterns. This conclusion would be the same with the Express Bus proposed with the Refined Selected Alternative.

Additionally, as previously noted, the local municipalities and property owners have not implemented transit-supportive land use that was consistent with the MVC Growth Choices process approved by the Cities. In the time since the MVC ROD was signed, land use adjacent to 5600 West has not had major changes compared to the

existing land use conditions at the time of the MVC FEIS. The land adjacent to the 5600 West corridor is almost fully developed and consists of predominantly lower density residential and commercial land uses. There are not currently transit-oriented high-density mixed use developments along 5600 West corridor. The construction of higher density mixed use developments would require redevelopment given the fully developed condition of the corridor.

In regards to encouraging more transit-oriented development in the future, the proposed Express Bus in the Refined Selected Alternative is likely to be equal or better to the 2008 ROD's Selected Alternative because it provides improved transit service across a broader area.

Project Implementation

The type of transit for Phase 1 implementation has been changed from BRT in a dedicated right-of-way from 6200 South to 2700 South for the 2008 ROD's Selected Alternative to an Express Bus from Old Bingham Highway in West Jordan to downtown Salt Lake City for the Refined Selected Alternative. Details about the Refined Selected Alternative's elements are described in detail in the previous section, Changes from the 2008 ROD's Selected Transit Alternative Incorporated in the Refined Selected Alternative.

Phase 1 of the 5600 West Transit Alternative (the transit alternative selected in the 2008 ROD) was to begin revenue operation on December 3, 2015. In addition, the Phase 1 implementation defined as part of the 2008 ROD's Selected Alternative required UTA to acquire the necessary right-of-way to construct a fixed-guideway transit system along 5600 West from 11800 South to I-80 and along I-80 from 5600 West to the Salt Lake City International Airport. This right-of-way acquisition would not occur with the Refined Selected Alternative. The Refined Selected Alternative would implement Express Bus service.

The Phase 1 BRT and right-of-way acquisition for the 2008 ROD's Selected Alternative would require relocating businesses and residential properties along the alignment, and traffic would be temporarily disrupted during construction. The Refined Selected Alternative would be an Express Bus using 5600 West. No relocations would occur, and there would be only a temporary disruption to traffic on 5600 West to accommodate restriping with the Refined Selected Alternative.

Environmental Consequences Summary

Table 2 summarizes the changes to environmental impacts from the Refined Selected Alternative.

Table 2. Summary of Re-evaluation Environmental Consequences Analysis

| Environmental Resource | Changed? | | Comments |
|------------------------|----------|----|---|
| | Yes | No | |
| Land Use | X | | <p>The Refined Selected Alternative would impact a total of 9.79 acres. Of these 9.79 acres, 1.96 acres are areas of new impact beyond what was previously evaluated in the 2008 ROD's Selected Alternative. The proposed Express Bus park and ride lots at 9000 South and 7800 South were not evaluated as part of the 2008 ROD's Selected Alternative. These parking lots would be consistent with the proposed commercial land uses and zoning identified in the Cities' plans.</p> <p>The Refined Selected Alternative would be consistent with current local land use plans and the current WFRC regional transportation plan.</p> <p>In regards to encouraging more transit-oriented development in the future, the Refined Selected Alternative's Express Bus is likely to be equal or better to the 2008 ROD's Selected Alternative because it provides improved transit service across a broader area.</p> |
| Farmland | | X | No changes identified. |
| Community Impacts | | X | No changes identified. |
| Environmental Justice | | X | No changes identified. |
| Transportation | | X | No changes identified. |
| Economics | | X | No changes identified. |

| Environmental Resource | Changed? | | Comments |
|---|----------|----|---|
| | Yes | No | |
| Joint Development | | X | No changes identified. |
| Pedestrian and Bicyclist Issues | | X | No changes identified. |
| Air Quality | | X | No changes identified. |
| Noise | | X | No changes identified. |
| Water Quality | | X | No changes identified. |
| Ecosystems | | X | No changes identified. |
| Floodplains | | X | No changes identified. |
| Historic, Archaeological, and Paleontological Resources | | X | No changes identified. |
| Hazardous Waste | | X | No changes identified. |
| Visual Resources | | X | No changes identified. |
| Energy | | X | No changes identified. |
| Construction Impacts | | X | No changes identified. |
| Indirect Effects | | X | No changes identified. |
| Cumulative Impacts | | X | No changes identified. |
| Permits, Reviews, and Approvals | | X | No changes identified. |
| Section 4(f) Resources | | X | No changes identified. |
| Sequencing | | X | No changes identified. |
| Project Implementation (Phasing) | X | | The type of transit to be implemented for Phase 1 has been changed from BRT in a dedicated right-of-way from 6200 South to 2700 South (2008 ROD's Selected Alternative) to an Express Bus from Old Bingham Highway in West Jordan to downtown Salt Lake City (Refined Selected Alternative). In addition, the Phase 1 implementation for the 2008 ROD's Selected Alternative required UTA to acquire the necessary right-of-way to construct a fixed-guideway transit system along 5600 West from 11800 South to I-80 and along I-80 from 5600 West to the Salt Lake City International Airport. This right-of-way acquisition would not occur with the Refined Selected Alternative. |

Public Involvement Efforts

Based on input from UDOT Environmental Services and Region leadership, a 30-day public review and comment period on this Re-evaluation was provided from April 17 to May 16, 2019. This public review included placing the Re-evaluation document on the project website for comment and review, notice in local papers of the Re-evaluation, and notification of parties who previously expressed an interest in the MVC Project.

During the 30-day public review and comment period, UDOT received 26 comments. The comments included support for the Refined Selected Alternative, opposition to transit projects, requests for additional stops on the Refined Selected Alternative's express bus, requests for additional transit improvements or other transit projects, and questions about details about the Refined Selected Alternative's express bus. A copy of the comments received during the public comment period and responses to these comments is provided in Appendix C.

The project team has met with and is continuing to meet with local government staff and officials and other stakeholders to address issues and concerns identified during the design process.

Modification to the 2008 MVC ROD

After the completion of this Re-evaluation process and the public comment period, UDOT intends to revise the MVC ROD dated November 17, 2008. The ROD would be revised to address changes to the 2008 ROD's Selected Alternative and the associated phasing and implementation that are described in this Re-evaluation. UDOT anticipates that the Refined Selected Alternative will be redefined in Section 2.3 (Project Implementation) of the revised ROD as follows:

- **Phase 1 transit implementation**

- To allow UDOT to proceed to Phase 2 construction of the roadway alternative that was selected in the 2008 ROD (the 5800 West Freeway Alternative), the Refined Selected Alternative was developed in consultation with UTA, Utahns for Better Transportation (UBET), Breathe Utah, and affected Cities. The Revised Selected Alternative modifies Phase 1 of the transit alternative selected in the 2008 ROD (the 5600 West Transit Alternative with Dedicated Right-of-Way Option) as follows:
 - Construction of Express Bus transit service from the Old Bingham Highway TRAX station following 5600 West to downtown Salt Lake City including service to the Salt Lake City International Airport.
 - The service would include queue-jumping, shoulder operation, or other options to improve the efficiency of the bus service.
 - The service would include enhanced stops with associated park-and-ride lots on 5600 West. Enhanced stops along 5600 West would include shelters, benches, lighting, and reader boards for bus arrival times.
 - UDOT would acquire the necessary right-of-way for the service as required for Phase 1 transit to be in revenue operation.
 - UDOT would implement a public involvement program at the start of the service to promote and educate its use.
 - Funding for the service would come from UDOT, UTA, and other available sources.

As defined in the ROD, Phase 2 transit includes extending BRT service in a fixed guideway along 5600 West from 6200 South southbound to 11800 South and from 2700 South northbound to I-80 and continuing along I-80 to the airport, while Phase 3 transit includes implementing a rail transit system along the entire length of 5600 West extending from the airport on the north to Herriman to the south. UDOT does not intend to make changes to the Phase 2 or Phase 3 transit alternatives in the revised MVC ROD. Phase 2 and Phase 3 transit will be evaluated as future MVC transit becomes better defined. The revised MVC ROD will be published in the Federal Register.

Conclusion

The Final EIS and Section 4(f) Evaluation for the MVC has been re-evaluated as required by the FHWA regulations in 23 CFR 771 and 774, FHWA Technical Advisory T6640.8A, and the National Environmental Policy Act.

UDOT has evaluated the expected impacts to the natural and built environment from the Refined Selected Alternative. The expected impacts of the Refined Selected Alternative would include impacts from Phase 1 transit implementation only. Overall, the Refined Selected Alternative would have fewer impacts to the environment than those analyzed in the Final EIS for the 2008 ROD's Selected Alternative because the entire Express Bus route is within the existing road system. The 2008 ROD's Selected Alternative included about 1.5 miles of new facility on a new alignment. No substantial changes would occur to the natural or built environment as a result of the Refined Selected Alternative that would significantly affect the quality of the human and natural environment. Most of the impacts of these changes are less than those previously disclosed in the MVC Final EIS for the 2008 ROD's Selected Alternative and therefore are not individually or cumulatively significant or significantly different from those described in the 2008 Final EIS and ROD.

Per 23 CFR 771.130(a), an EIS shall be supplemented whenever (1) changes to the proposed action would result in significant environmental impacts that were not evaluated in the EIS or (2) new information or circumstances relevant to environmental concerns and bearing on the proposed action or its impacts would result in significant environmental impacts not evaluated in the EIS. UDOT has determined that preparing a supplemental EIS is not necessary since the changes to the proposed action, new information, or new circumstances described in this Re-evaluation do not result in significant environmental impacts that were not evaluated in the EIS.

UDOT Environmental Services requests concurrence that the Re-evaluation has demonstrated that the MVC ROD remains valid and that the proposed resources, impacts, and methodology documented in this environmental Re-evaluation are valid in accordance with 23 CFR 771.129.

Sincerely,



Brandon D. Weston
UDOT Environmental Services Director

Enclosures

EIS Re-evaluation Approval

UDOT Project Number S-0085(9), MVC; 5600 West Transit Component, Salt Lake County, Utah (PIN 13149).

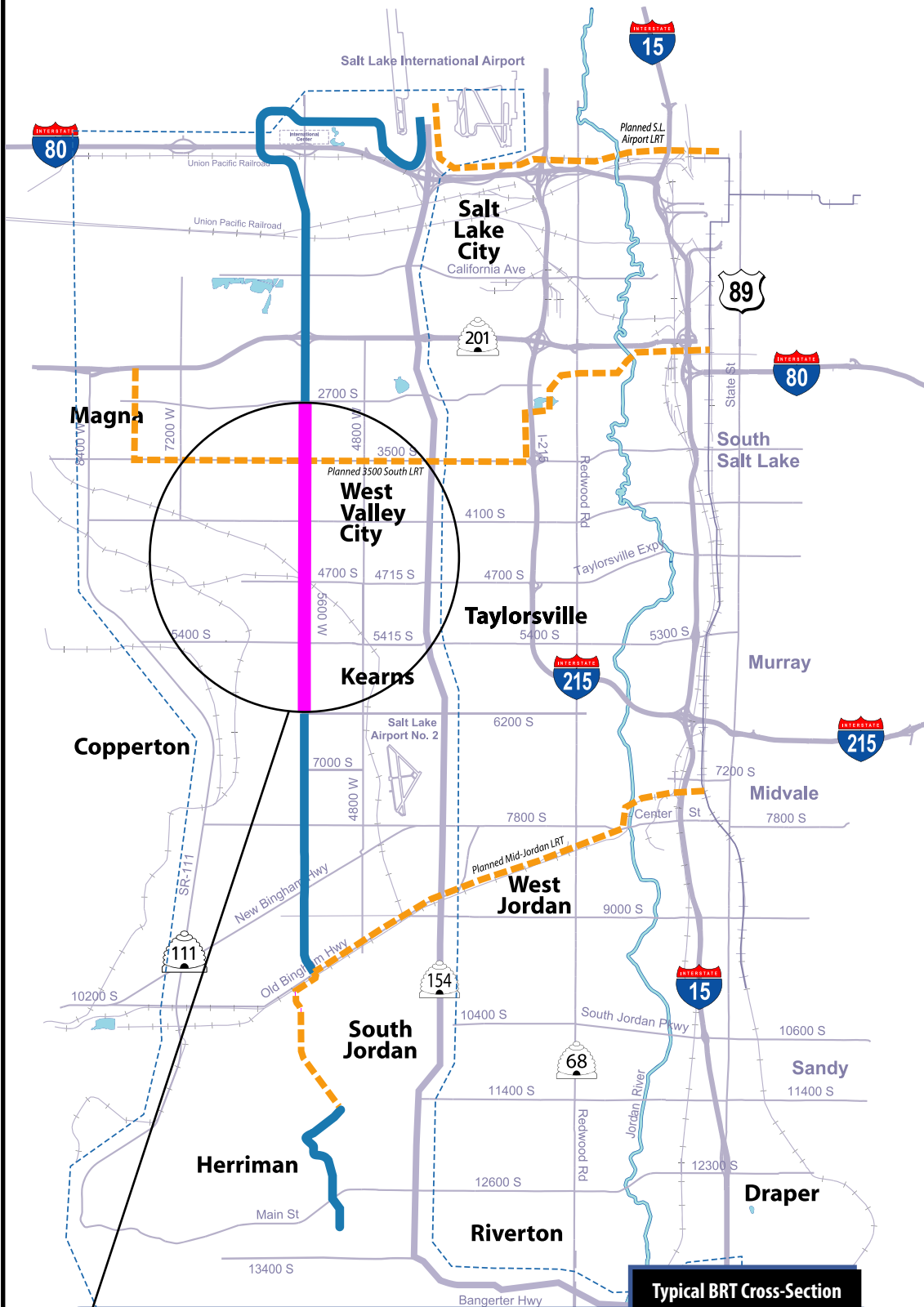


08/26/2019

Bryan Adams, P.E.
Region Two Director
Utah Department of Transportation

Date

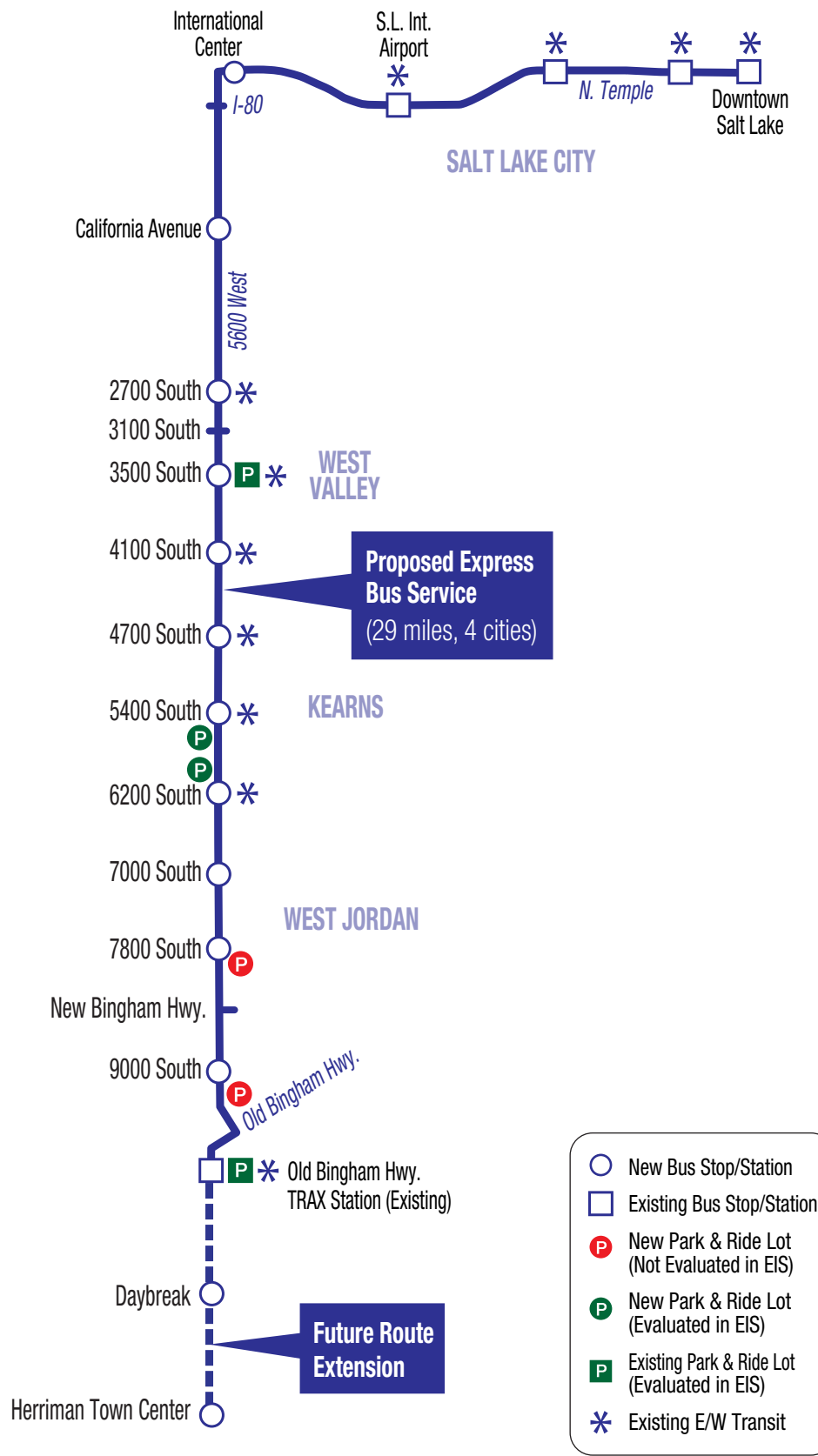
Appendix A



PIN 13149
Mountain View Corridor;
5600 West Transit
Re-evaluation
March 2019

FIGURE 1
Transit Implementation
Phase 1 - BRT
(6200 S. to 2700 S.)
From Final EIS 2008

PROPOSED 5600 WEST EXPRESS BUS SERVICE



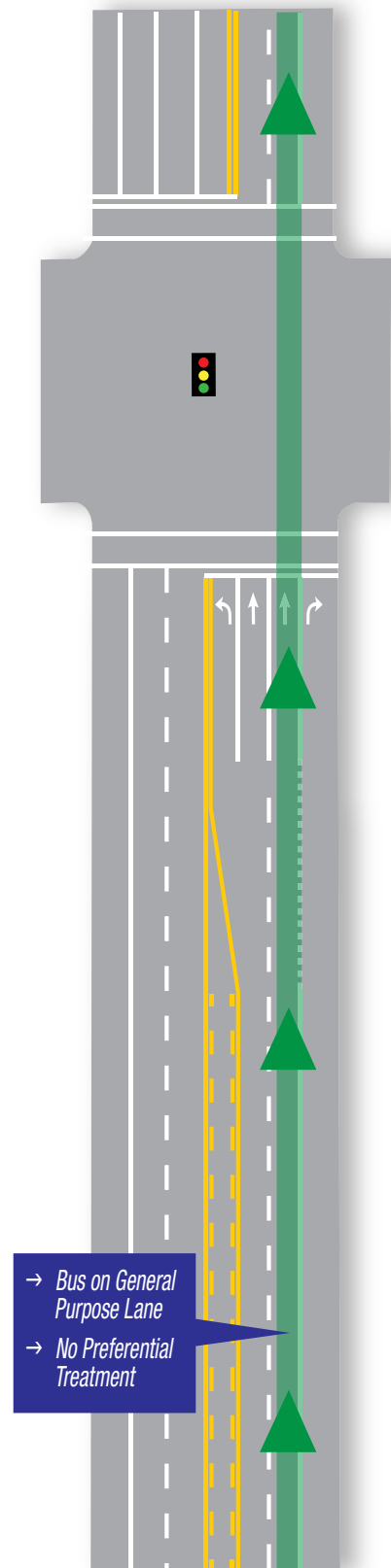
No Scale



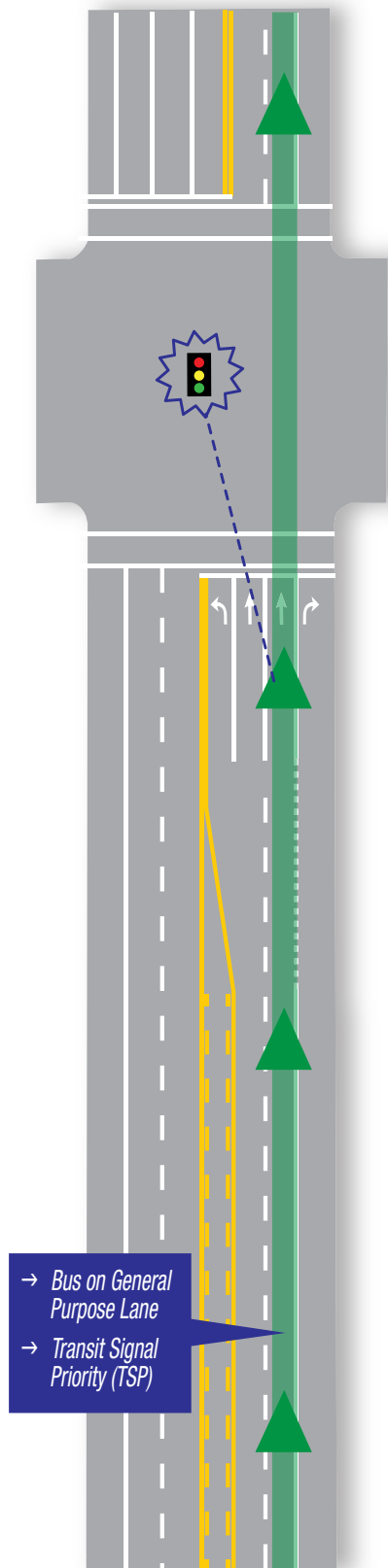
PIN 13149
Mountain View Corridor;
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FIGURE 2
Proposed 5600 West
Express Bus Service

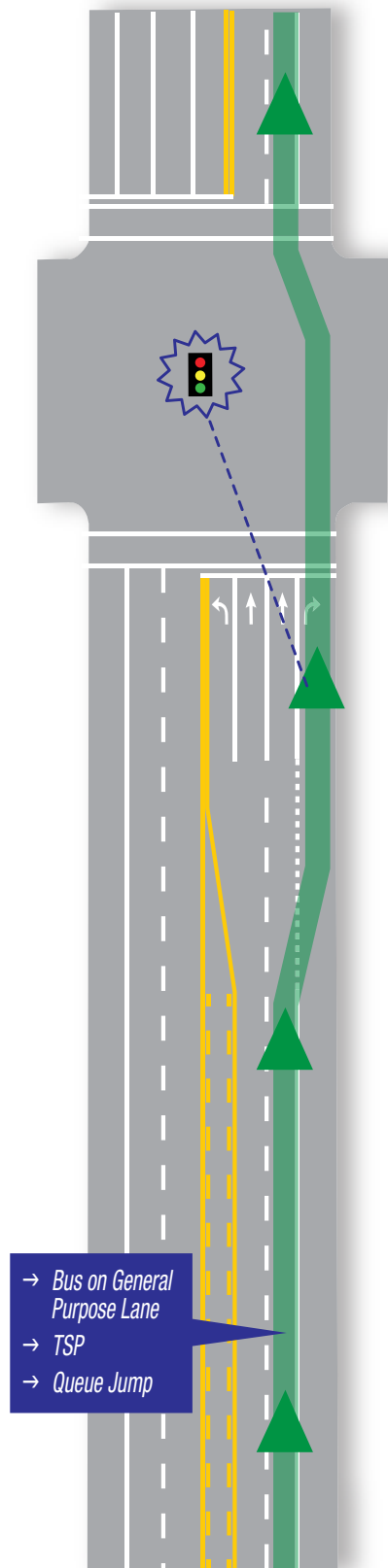
SCENARIO 1 Baseline



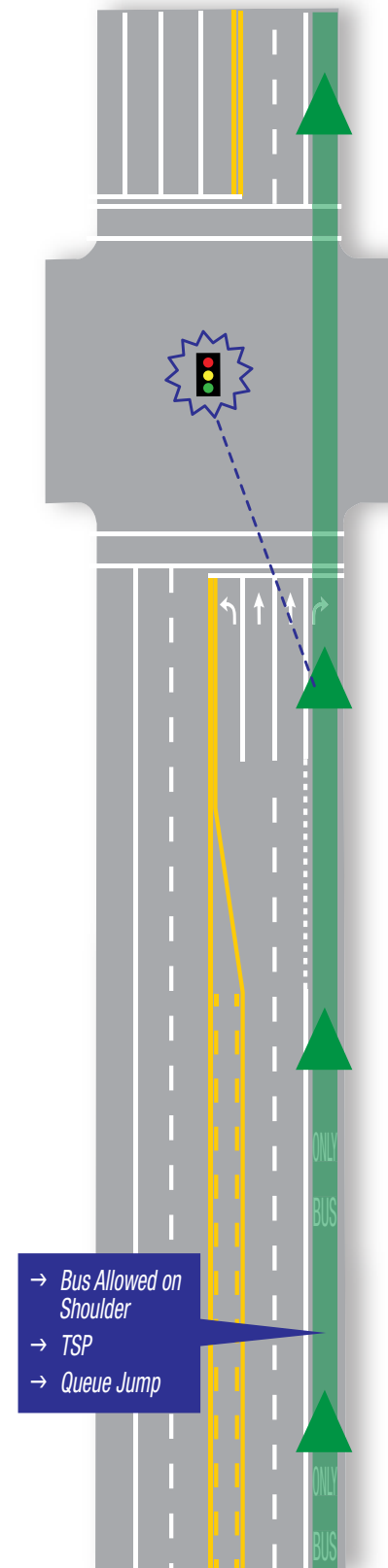
SCENARIO 2 Transit Signal Priority (TSP)



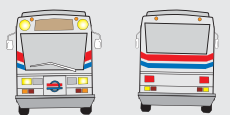
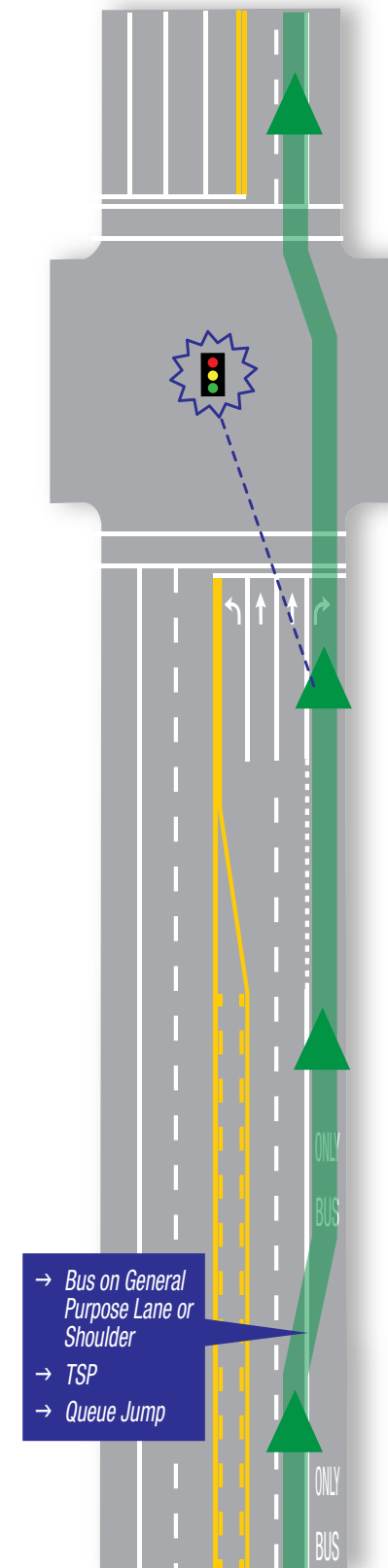
SCENARIO 3 Queue Jump



SCENARIO 4 Bus on Shoulder



SCENARIO 5 Modified Bus on Shoulder



PIN 13149
Mountain View Corridor;
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FIGURE 3
Transit Preferential
Treatment Scenarios
(Peak Direction)



LEGEND:



Park and Ride Lot Location: 5573 West 9000 South



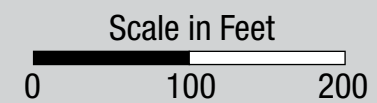
Bus Shelter (56' x 10')



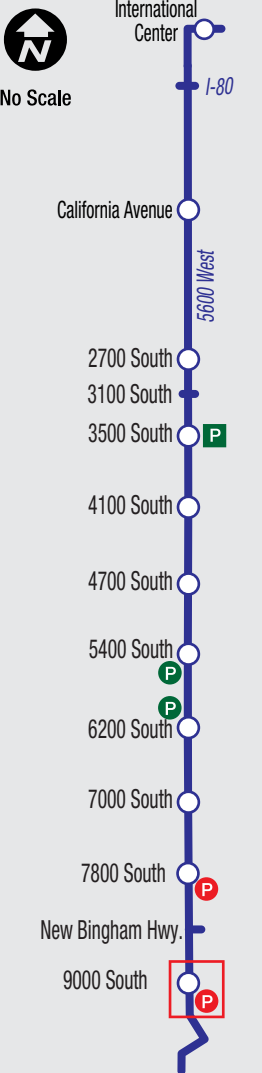
Express Bus (40' x 8')



New Park and Ride Lot



KEY MAP:



- New Bus Stop/Station
- New Park & Ride Lot (Not Evaluated in EIS)
- New Park & Ride Lot (Evaluated in EIS)
- Existing Park & Ride Lot (Evaluated in EIS)

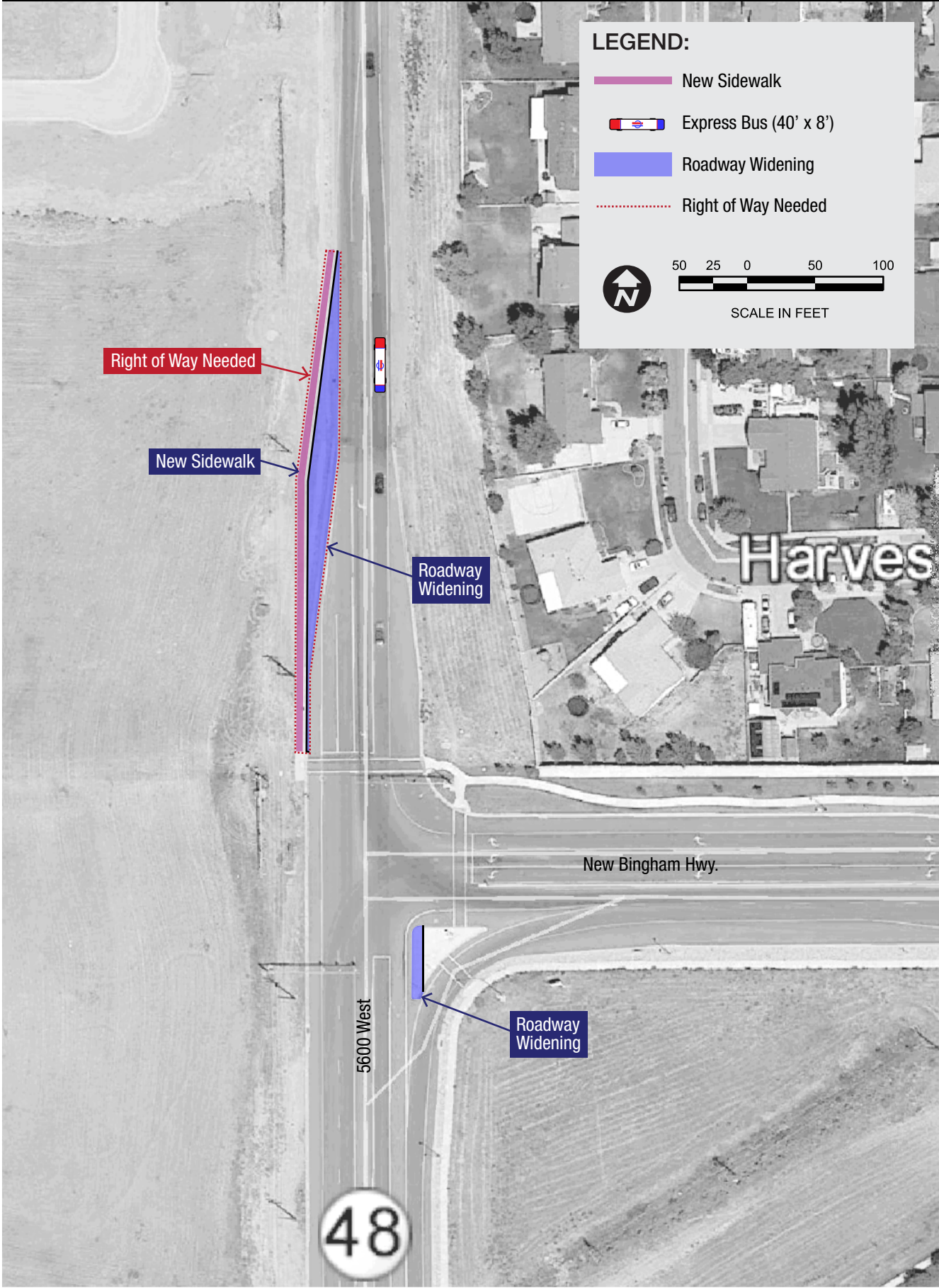
PIN 13149
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FIGURE 4
**9000 South &
5600 West**

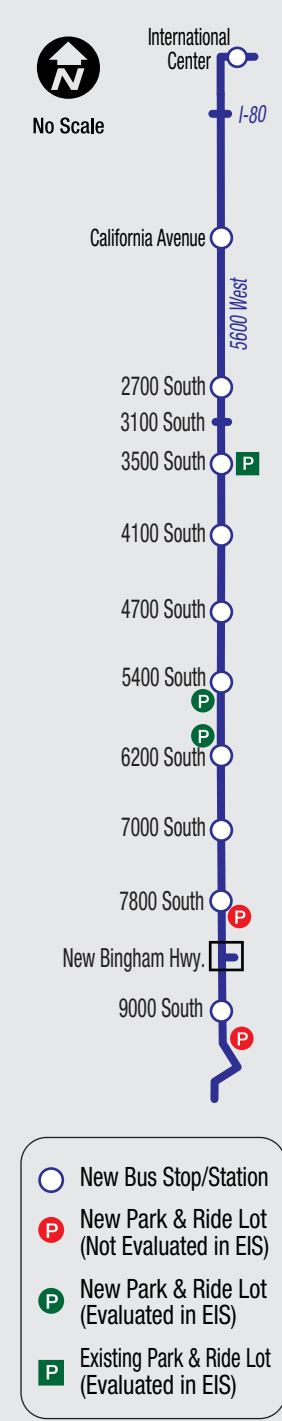
RIGHT OF WAY NEEDED



FACILITY DESIGN



KEY MAP:



PIN 13149
Mountain View Corridor;
5600 West Transit
Re-evaluation
March 2019

FIGURE 5
New Bingham Hwy
& 5600 West



LEGEND:



Park and Ride Lot Location: 5524 W. Ranches Loop Road



Bus Shelter (56' x 10')



Express Bus (40' x 8')



New Park and Ride Lot

Scale in Feet

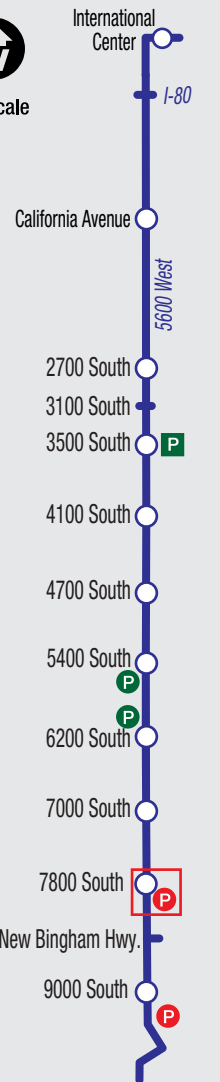
0 100 200



KEY MAP:



No Scale



- New Bus Stop/Station
- New Park & Ride Lot (Not Evaluated in EIS)
- New Park & Ride Lot (Evaluated in EIS)
- Existing Park & Ride Lot (Evaluated in EIS)

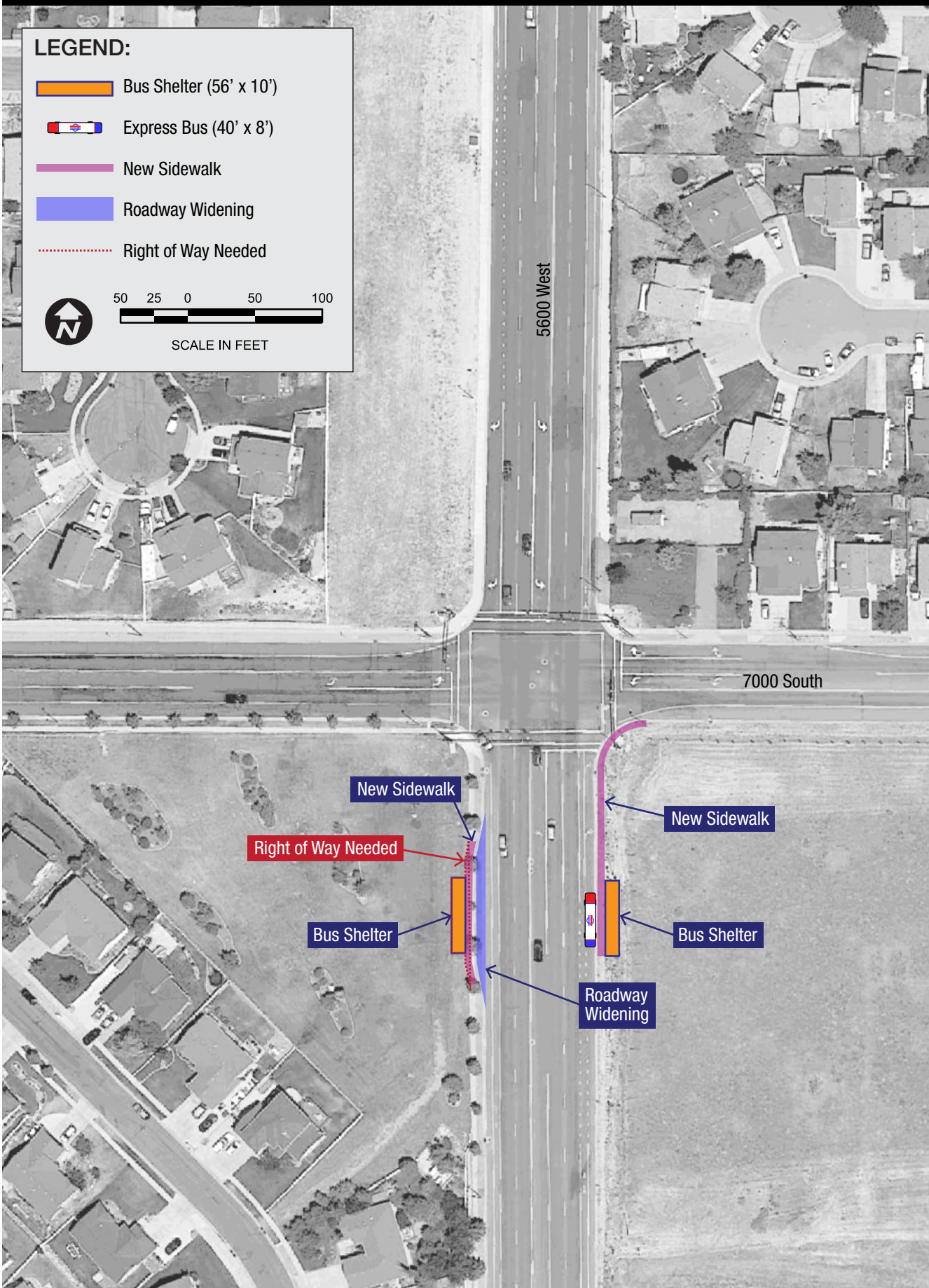
PIN 13149
Mountain View Corridor;
5600 West Transit
Re-evaluation
March 2019

FIGURE 6
7800 South &
5600 West

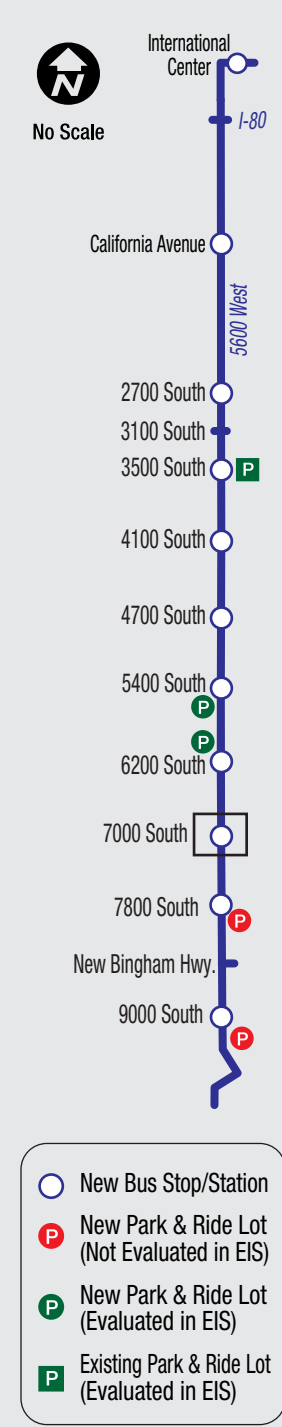
RIGHT OF WAY NEEDED



FACILITY DESIGN



KEY MAP:



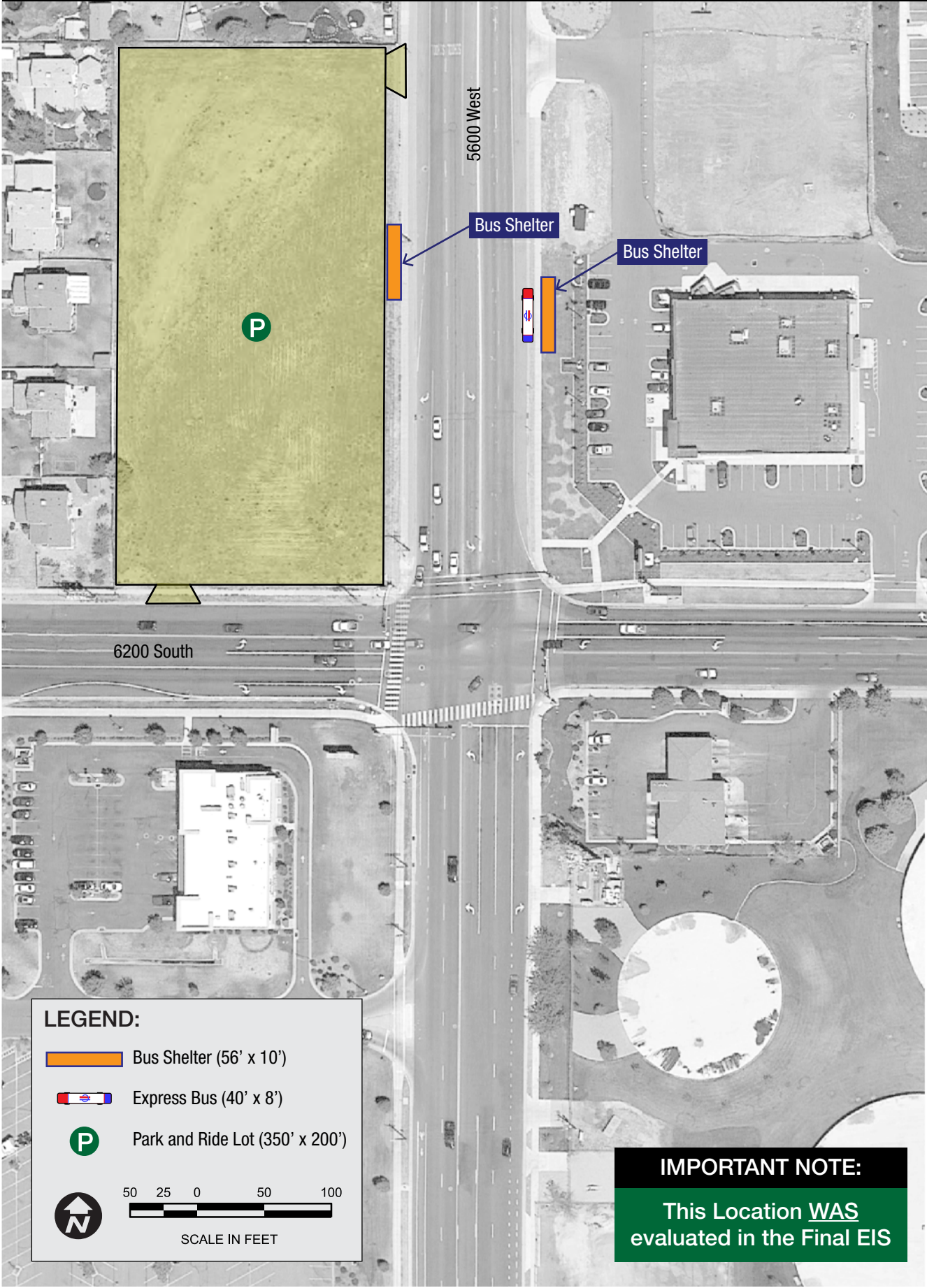
PIN 13149
Mountain View Corridor;
5600 West Transit
Re-evaluation
March 2019

FIGURE 7
7000 South &
5600 West

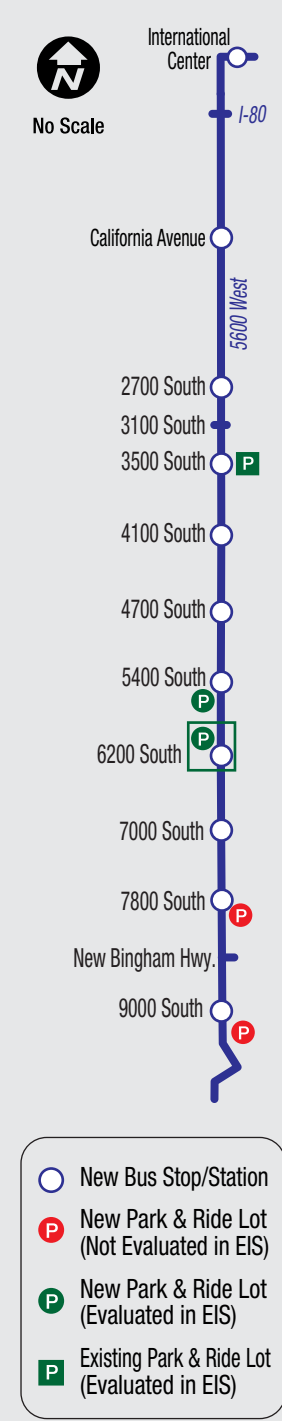
RIGHT OF WAY NEEDED



FACILITY DESIGN



KEY MAP:



IMPORTANT NOTE:

This Location WAS evaluated in the Final EIS

PIN 13149
Mountain View Corridor;
5600 West Transit
Re-evaluation
March 2019

FIGURE 8
6200 South &
5600 West

RIGHT OF WAY NEEDED



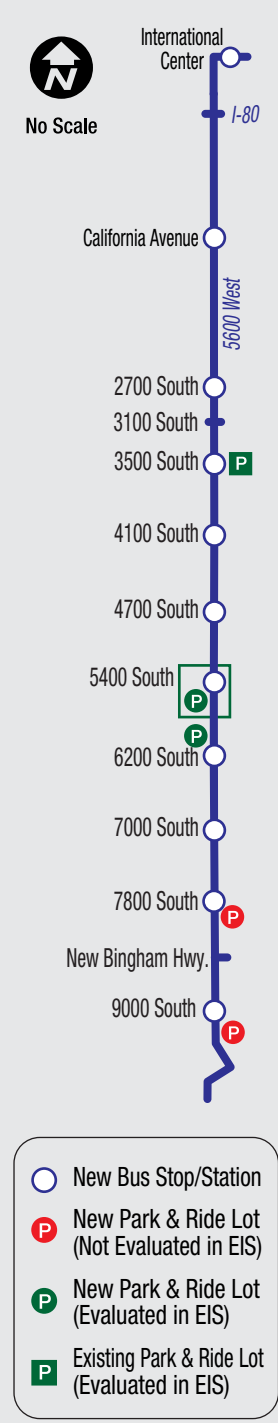
FACILITY DESIGN



IMPORTANT NOTE:

This Location WAS evaluated in the Final EIS

KEY MAP:



PIN 13149

Mountain View Corridor;

5600 West Transit

Re-evaluation

March 2019

FIGURE 9

5400 South & 5600 West

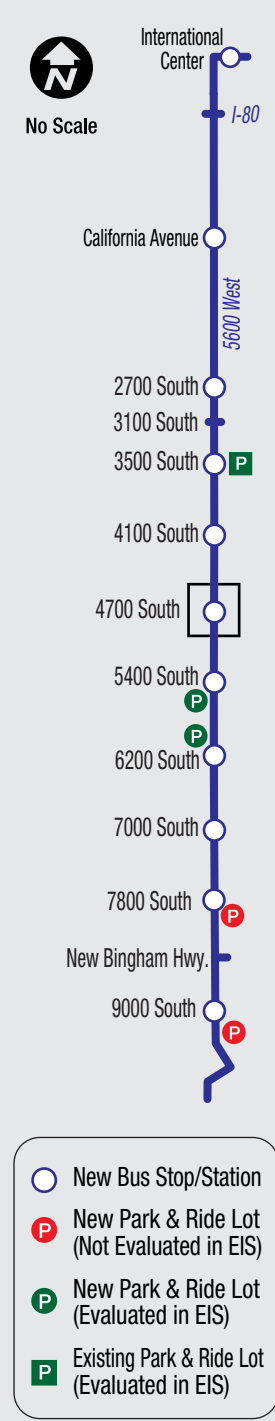
RIGHT OF WAY NEEDED



FACILITY DESIGN



KEY MAP:



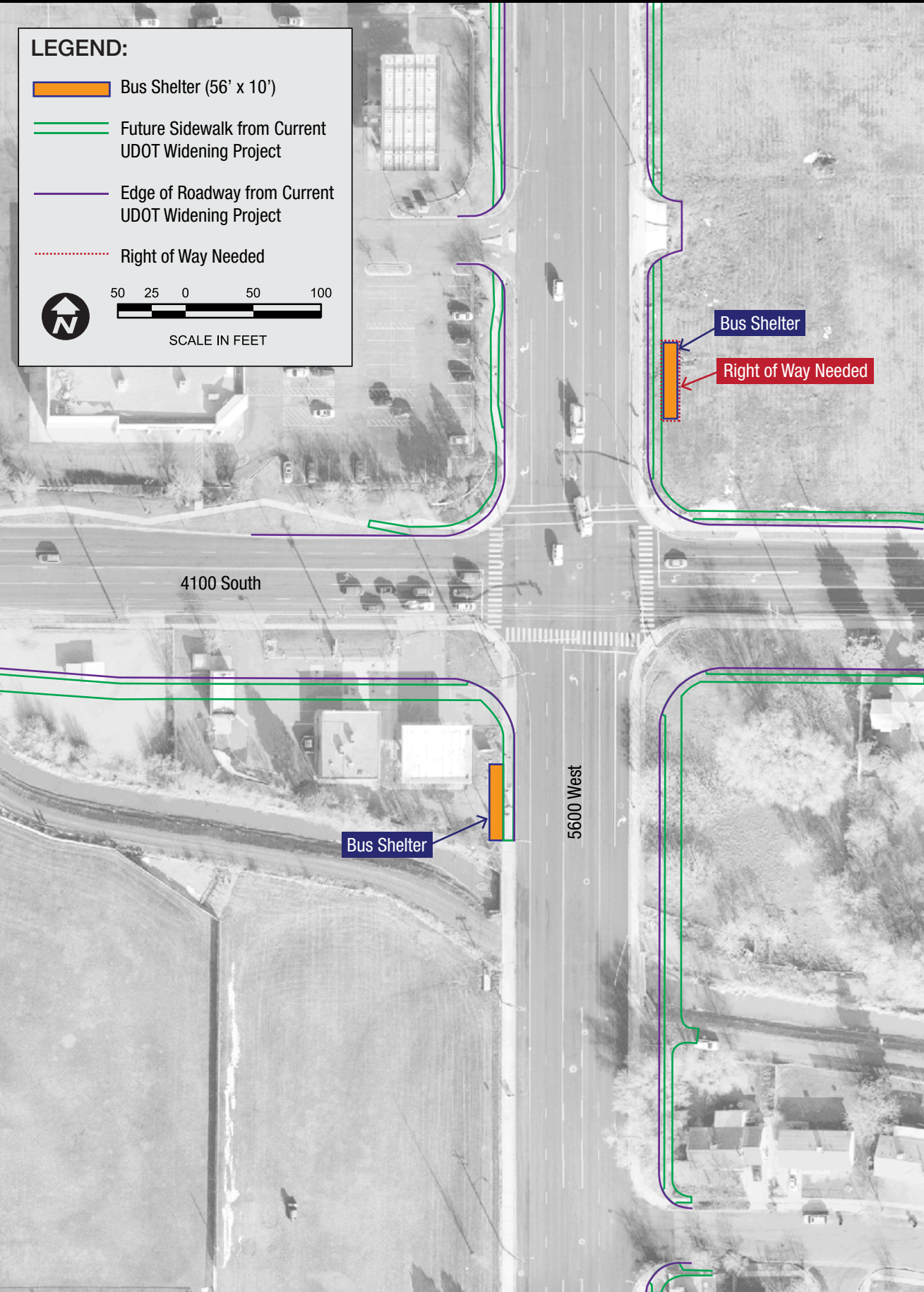
PIN 13149
Mountain View Corridor;
5600 West Transit
Re-evaluation
March 2019

FIGURE 10
4700 South &
5600 West

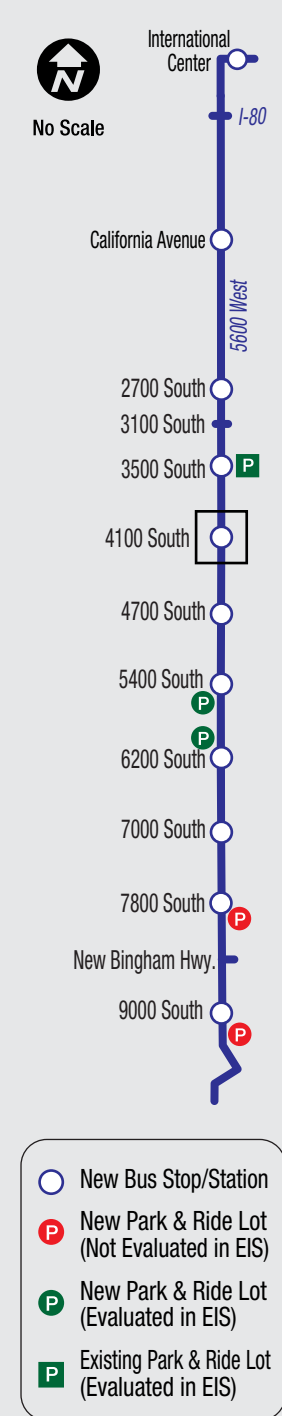
RIGHT OF WAY NEEDED



FACILITY DESIGN



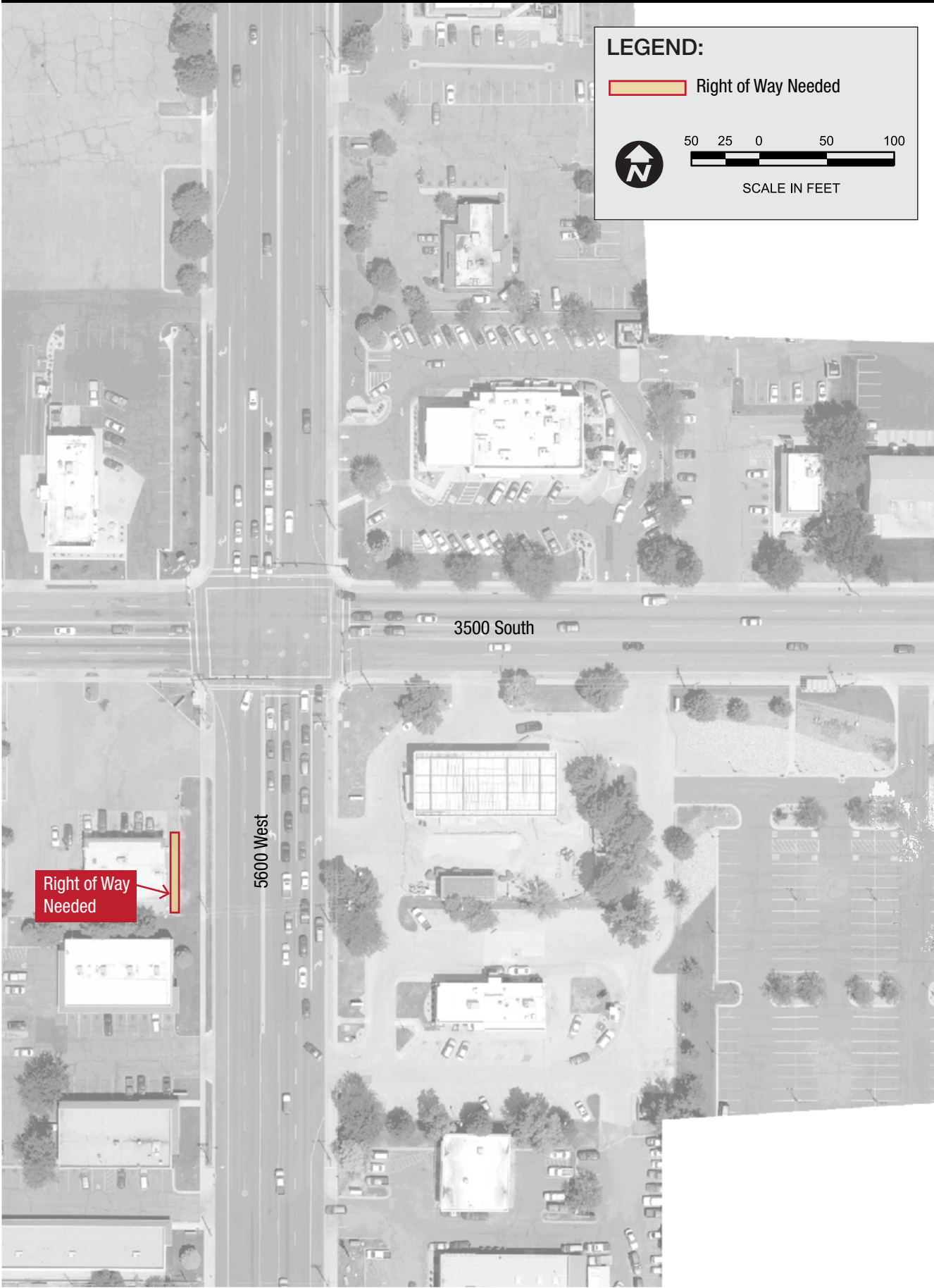
KEY MAP:



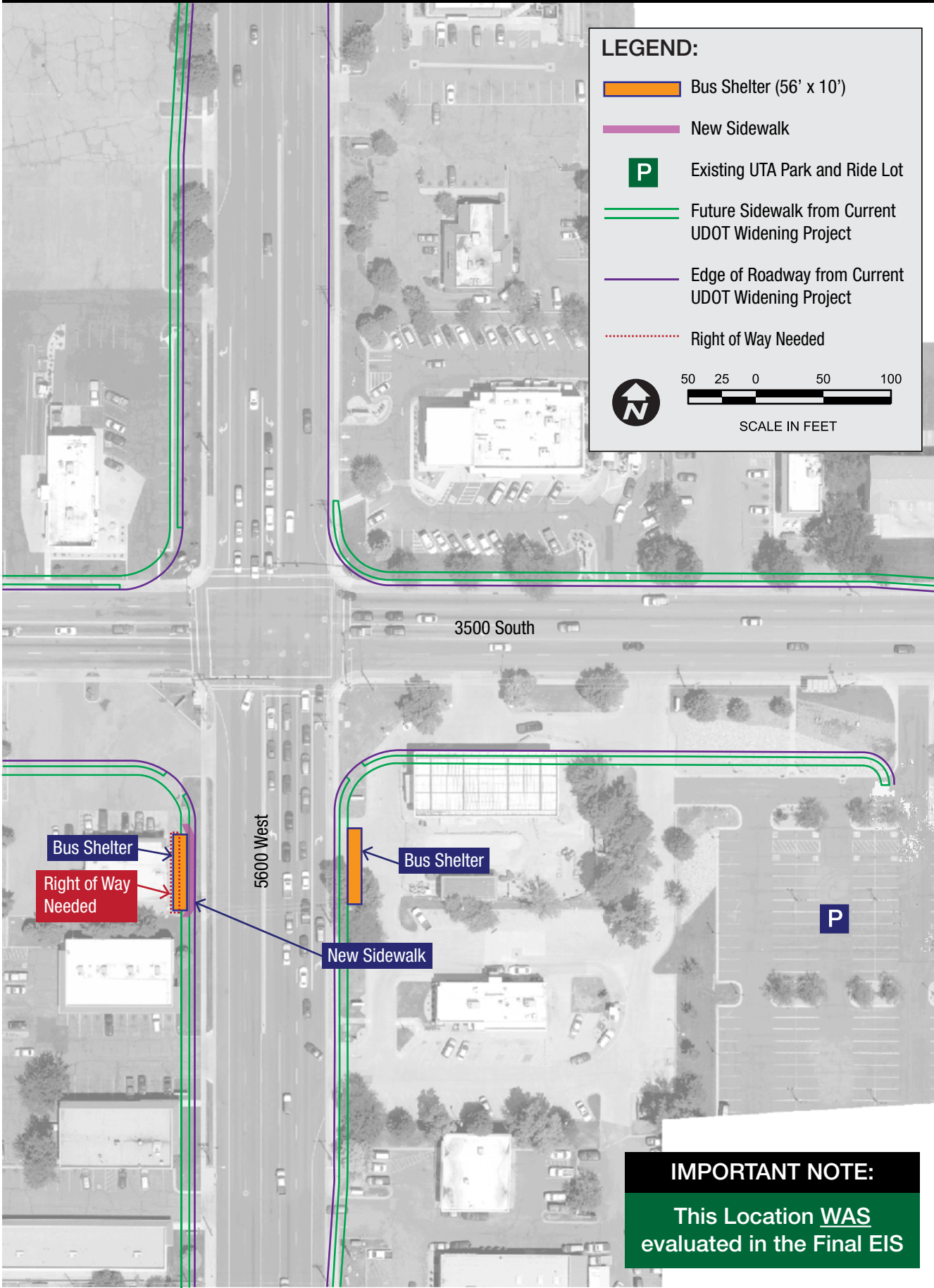
PIN 13149
Mountain View Corridor;
5600 West Transit
Re-evaluation
March 2019

FIGURE 11
4100 South &
5600 West

RIGHT OF WAY NEEDED

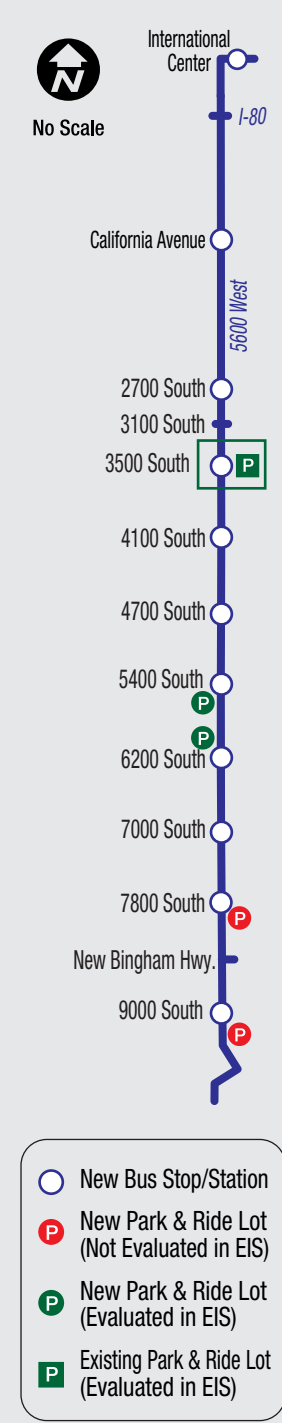


FACILITY DESIGN



IMPORTANT NOTE:
This Location WAS
evaluated in the Final EIS

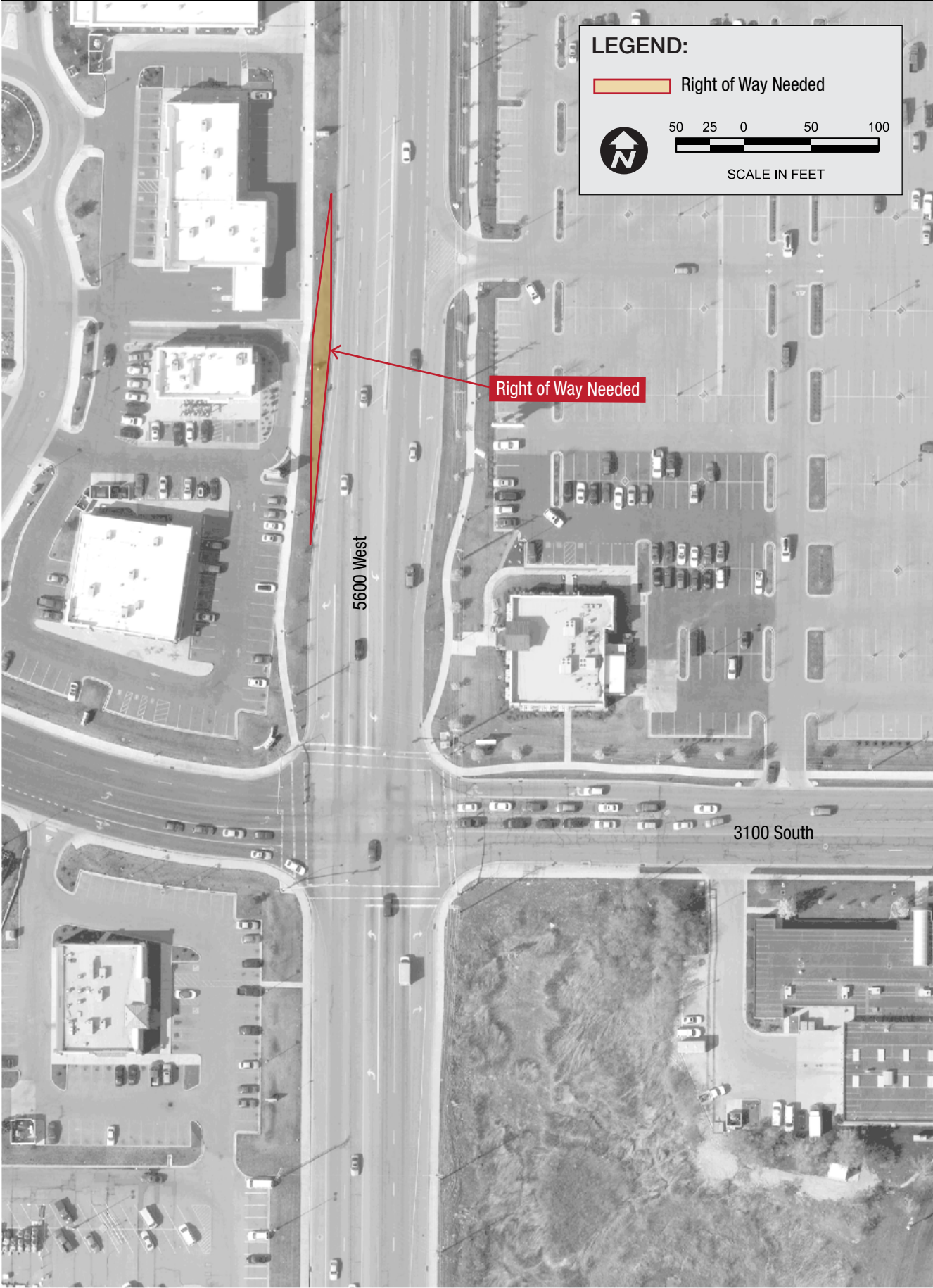
KEY MAP:



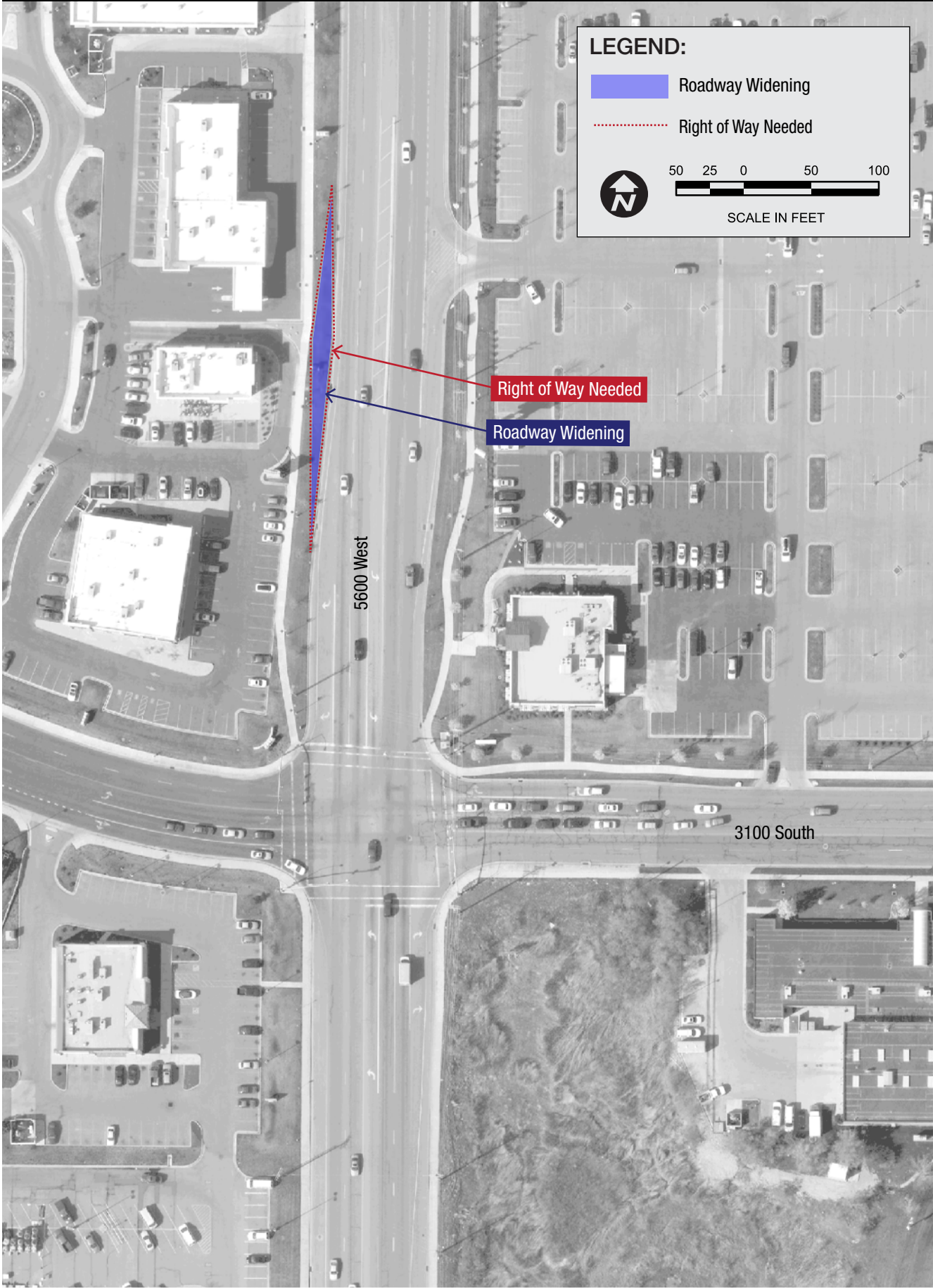
PIN 13149
Mountain View Corridor;
5600 West Transit
Re-evaluation
March 2019

FIGURE 12
3500 South &
5600 West

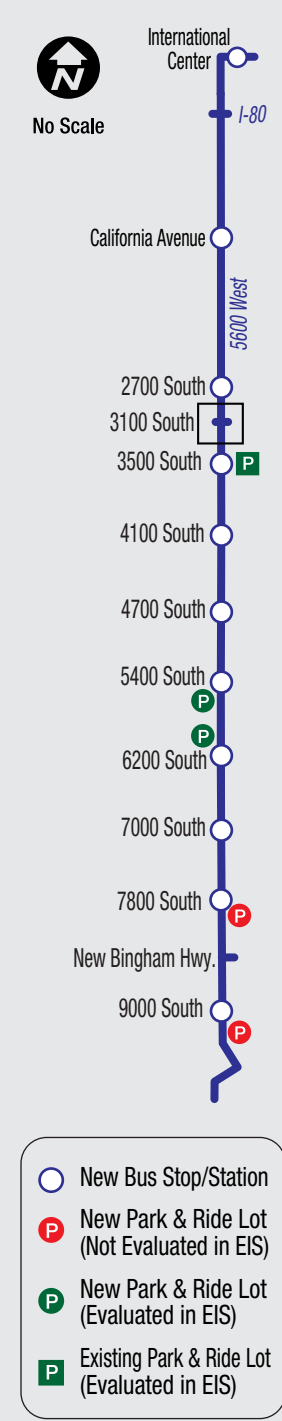
RIGHT OF WAY NEEDED



FACILITY DESIGN



KEY MAP:



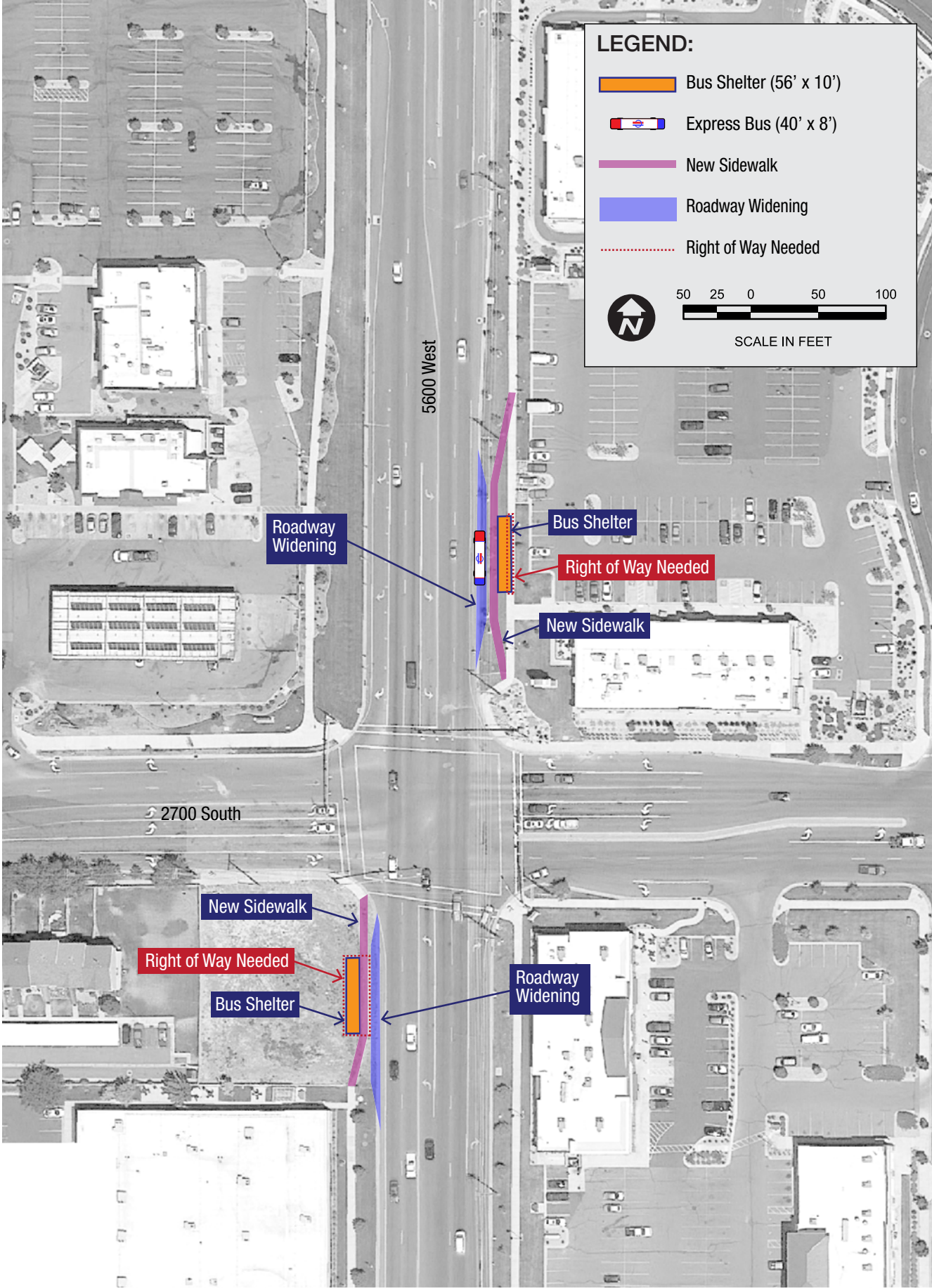
PIN 13149
Mountain View Corridor;
5600 West Transit
Re-evaluation
March 2019

FIGURE 13
3100 South &
5600 West

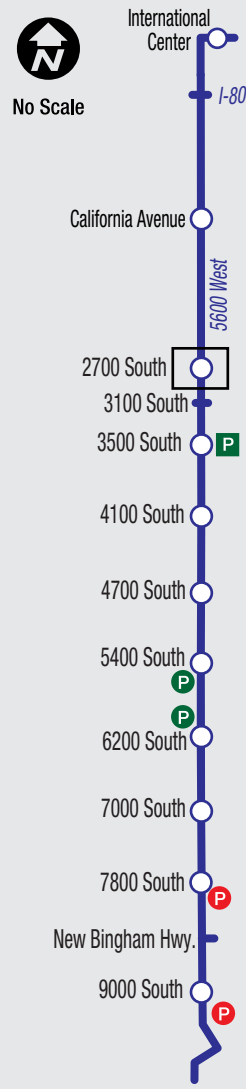
RIGHT OF WAY NEEDED



FACILITY DESIGN



KEY MAP:



- New Bus Stop/Station
- New Park & Ride Lot (Not Evaluated in EIS)
- New Park & Ride Lot (Evaluated in EIS)
- Existing Park & Ride Lot (Evaluated in EIS)

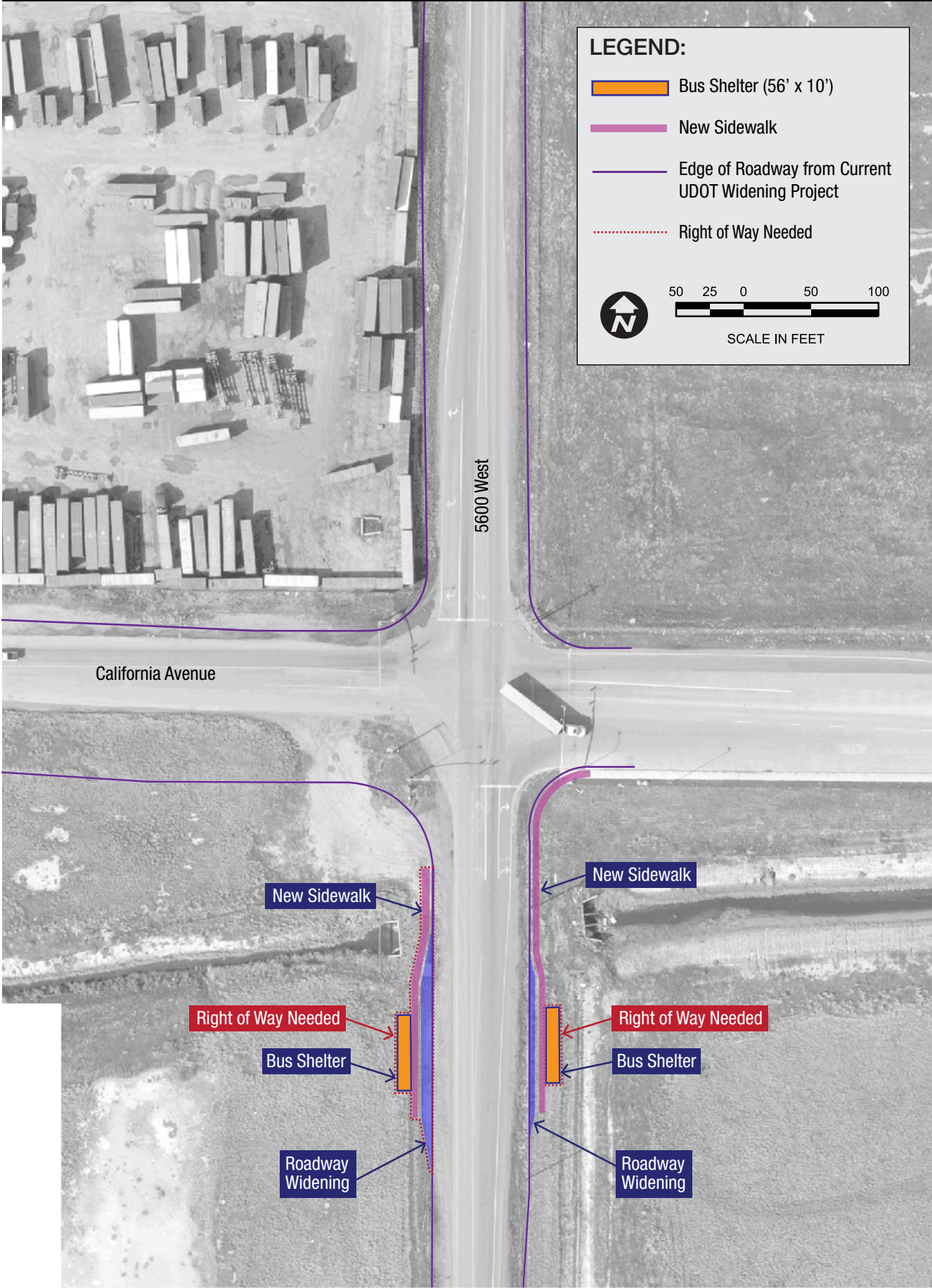
PIN 13149
Mountain View Corridor;
5600 West Transit
Re-evaluation
March 2019

FIGURE 14
2700 South &
5600 West

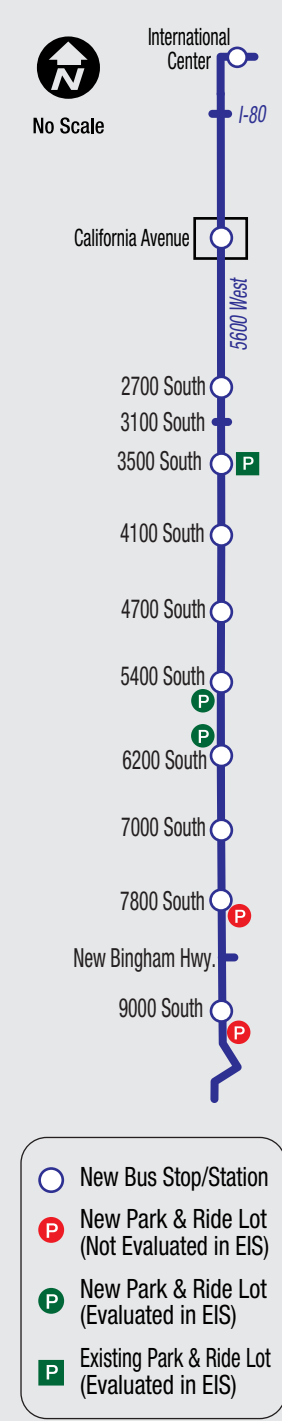
RIGHT OF WAY NEEDED



FACILITY DESIGN



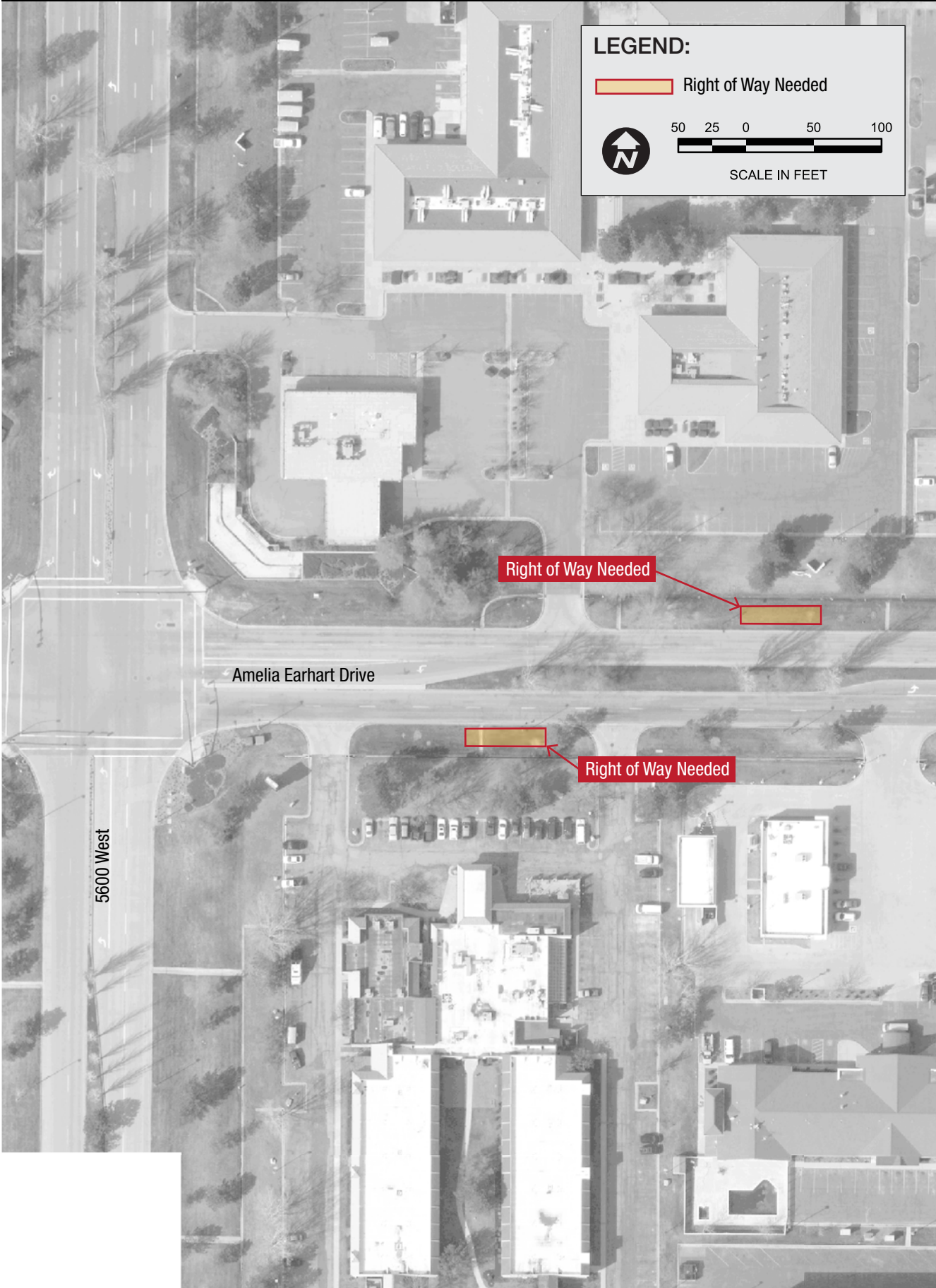
KEY MAP:



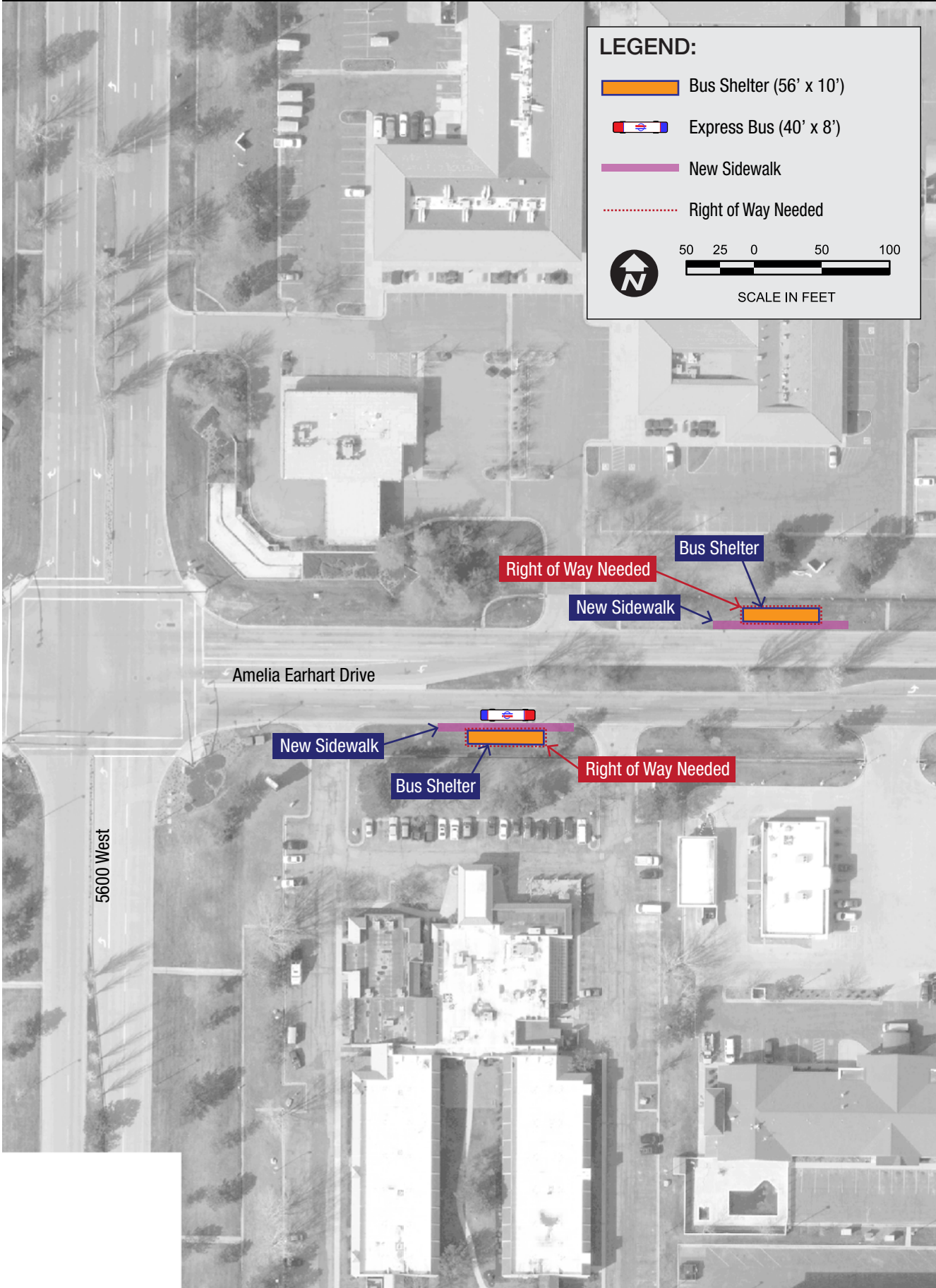
PIN 13149
Mountain View Corridor;
5600 West Transit
Re-evaluation
March 2019

FIGURE 15
California Avenue
& 5600 West

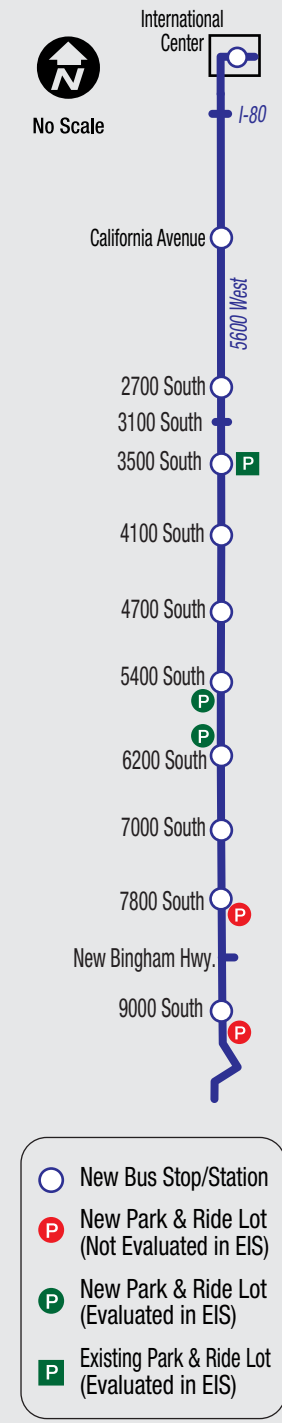
RIGHT OF WAY NEEDED



FACILITY DESIGN



KEY MAP:



PIN 13149
Mountain View Corridor;
5600 West Transit
Re-evaluation
March 2019

FIGURE 16
Amelia Earhart Drive
& 5600 West

Appendix B



Cultural and Paleo Clearance with Tier 1 Screening Form

Federally funded projects classified as delegated categorical exclusions are processed in accordance with Stipulation II, Part A and Appendix A of the Memorandum of Understanding, State Assumption of Responsibility for Categorical Exclusions (23 USC §326), by which the UDOT assumes responsibility, assigned by the FHWA, for ensuring compliance with Section 106 of the NHPA and with Section 4(f).

Pursuant to the Third Amended Programmatic Agreement among the FHWA, the Utah SHPO, the ACHP, the USACE Sacramento District, and the UDOT Regarding Section 106 Implementation for Federal-Aid Transportation Projects in the State of Utah, UDOT has taken into account the effects of this undertaking on historic properties and has determined that the finding of effect is No Historic Properties Affected.

Pursuant to the Memorandum of Understanding between the UDOT and the Utah Geological Survey Concerning Agency Responsibilities Pursuant to U.C.A. 79-3-508, the UDOT has taken into account the effects of this undertaking on paleontological resources. If applicable, consultation letter from UGS is included in the environmental document.

PROJECT: PIN 13149—S-0085(9); SR-85, MVC; 7800 South Park & Ride Lot, West Jordan, Salt Lake County

DATE: February 28, 2019

PREPARER: Jonathan Dugmore, M.A.A.; Region 2 Archaeologist

CONTACT: 385-414-2066, jdugmore@utah.gov

PROJECT STIPULATIONS

- 1) Clearance is contingent upon the contractor adhering to the proposed scope of work and remaining within cleared areas. **Notify Region Environmental of any scope changes.**
- 2) *UDOT Standard Specification 01355 Part 3.7, Environmental Clearances by Contractor*
- 3) *UDOT Standard Specification 01355 Part 3.8, Discovery of Historical Archaeological, or Paleontological Objects, Features, Sites or Human Remains.* **Notify Region Environmental immediately of any discoveries during construction.**

PROJECT DESCRIPTION

The 2008 ROD signed by FHWA was conditioned upon UDOT's compliance with the phased approach to implementing the project as described in Chapter 36, Project Implementation (Phasing), of the Final EIS. The ROD authorized UDOT to proceed with construction of Phases 1 and 2 of the roadway as well as right-of-way acquisition and design for all three phases of the MVC Project as long as the conditions of the phasing were met. The ROD did not authorize construction of Phase 3 of the roadway.

The purpose of this Re-evaluation is to address changes to the project phasing. Specifically, the Re-evaluation evaluates changes to Phase 1 transit implementation of the transit alternative that was selected in the 2008 ROD (the 5600 West Transit Alternative with Dedicated Right-of-Way Option). Phases 2 and 3 transit and project implementation will be addressed after the Phase 1 elements are fully implemented and are not part of this Re-evaluation.

SCREENING PROCESS

Screened undertakings have the potential to affect historic properties, but have been determined by UDOT to require no further review or consultation under the Agreements. Screening may include any the following tasks and should be appropriate to the complexity, scale, and location of the undertaking. Documentation of the screening will be included in the project files, quarterly report submitted to SHPO, and environmental document.

Antiquities Project Number: U19HY0069

Literature Review

- ☐ Class I literature search (date completed and by whom):
- ☒ Records review (i.e. UDSH, UDOT, BLM, etc.): Preservation Pro
- ☐ Project plans
- ☐ As-built project plans
- ☐ Aerial photographs:
- ☐ Historic Maps:
- ☐ Topographic Maps:
- ☐ ROW/Ownership/Parcel Data:
- ☐ Other:

Description of search results: The search was confined to the project APE which consists of the southeast quadrant of the intersection of 5600 West and 7800 South in Salt Lake County. The search was conducted by Sheri Ellis of Certus Environmental Solutions. No cultural properties have been identified within the project area at this time.

Field Review

- ☒ Pedestrian survey (Class III) (survey interval): 15 meter
- ☐ Field review other than Class III (reconnaissance, windshield, etc.):
- ☐ Other:
- ☐ None

Description of survey results (If no field survey was conducted, explain why not):

Survey for this project was conducted by Sheri Ellis of Certus Environmental Solutions. No cultural properties were identified during the survey.

Supporting Documentation

Reports and/or forms generated from any cultural resource inventories shall be submitted quarterly to the Utah Division of State History (UDSH) for filing.

Title of report: *A Cultural Resource Assessment for the Mountain View Corridor 7800 South Park and Ride Lot, West Jordan, Salt Lake County, Utah.*

Consultation

- ☐ Utah SHPO (including APE consultation):
- ☐ Certified Local Government (CLG):
- ☐ Tribes:
- ☐ State/Federal Agencies:
- ☐ Knowledgeable Informants:
- ☐ Other:
- ☒ None:

Description of consultation efforts (If no consultation was done, explain why not):

Native American consultation was previously initiated as part of the previously completed EIS for the project area. As the re-evaluation only includes locations previously cleared under the EIS, consultation was not re-submitted. Originally, letters were sent to the Shoshone-Bannock Tribes, Paiute Indian Tribe of Utah, Northwestern Band of Shoshone Nation, Uintah and Ouray Ute Tribes, and the Skull Valley Band of Goshute Indians (sent May 25, 2003). In addition, notification was also sent to those tribes with whom UDOT has Section 106 Programmatic Agreements: the Confederated Tribes of the Goshute Reservation (sent May 25, 2003).

- ☐ Controversy based on historic preservation issues? If yes, consultation with SHPO and UDOT Central Environmental is required. Additional consultation with FHWA may be required.

Finding of Effect

The undertaking will result in the following finding of effect:

- ☒ No Historic Properties Affected: no cultural resources present
- ☐ No Historic Properties Affected: cultural resources present but none eligible
- ☐ No Historic Properties Affected: historic properties present, but are completely avoided by the undertaking and the potential for substantial indirect effects is very low

Description of impacts:

As no cultural resources are present in the APE, the UDOT has determined that this project will result in No Historic Properties Affected

COVER PAGE

**Must Accompany All Project Reports
Submitted to the Utah SHPO**



Report Title: *A Cultural Resource Assessment for the Mountain View Corridor 7800 South Park and Ride Lot, West Jordan, Salt Lake County, Utah*

UDSH Project Number: U19HY0069

Report Date: February 27, 2019

Report Author(s): Sheri Murray Ellis

Record Search Date(s): September 14, 2018

Intensive Acres Surveyed (<15m intervals): 2.9 ac.

USGS 7.5' Series Map Reference(s): Copperton, UT

Org. Project Number: HDR11

County(ies): Salt Lake

Principal Investigator: Sheri Murray Ellis

Field Supervisor(s): Sheri Murray Ellis

Recon Acres Surveyed (<15m intervals): 0 ac.

| Sites Reported | Count | Smithsonian Trinomials |
|---|-------|------------------------|
| Revisits (no updated site forms) | 0 | |
| Updates (updated site forms attached) | 0 | |
| New recordings (site forms attached) | 0 | |
| Total Count of Archaeological Sites in APE | 0 | |
| Historic Structures (structures forms Attached) | 0 | |
| Total National Register Eligible Sites | 0 | |

*Please list all site numbers per category. Number strings are acceptable (e.g. "42TO1-13; 42TO15"). Cells should expand to accommodate extensive lists.

Checklist of Required Items for Submittal to SHPO

- ☒ "Born Digital" Report in a PDF/A format
 - ☒ SHPO Cover Sheet
 - ☒ File Name is the UDSH Project Number with no hyphens or landowner suffixes
- ☐ "Born Digital" Site forms in PDF/A format
 - ☐ UASF with embedded maps and photos
 - ☐ File name is Smithsonian Trinomial without leading zeros (e.g. 42TO13 not 42TO00013)
 - ☐ Photo requirements (including size and quality)
- ☐ Archaeological Site Tabular Data
 - ☐ Single spreadsheet for each project
 - ☐ Follows UTSHPO template (info here: <https://goo.gl/7SLMqi>)
- ☒ GIS data
 - ☒ Zipped polygon shapefile or geodatabase of survey (if different from APE) or other activity area with required field names and variable intensity denoted
 - ☐ Zipped polygon shapefile or geodatabase of site boundaries with a the required field name

Cultural Resources Survey Report

ADMINISTRATIVE INFORMATION

| | | |
|---|---|---|
| Project Name: A Cultural Resource Assessment for the Mountain View Corridor 7800 South Park-and-Ride Lot, West Jordan, Salt Lake County, Utah | | Date of Report: February 27, 2019 |
| Project Sponsor: UDOT | | Division of State History Project #: U19HY0069 |
| Lead Agency for Section 106: UDOT (as delegated by FHWA) | | UDOT Project #: S-0085(9); PIN 13149 |
| Certus Project #: HDR11 | | |
| Author(s): Sheri Murray Ellis | Certus Environmental Solutions, LLC 655 7 th Avenue Salt Lake City, UT 84103 (801) 230-7260 | |
| Type(s) of Survey: <div style="display: flex; justify-content: space-around;"> <input checked="" type="checkbox"/> Intensive <input type="checkbox"/> Reconnaissance <input type="checkbox"/> Not Applicable </div> <div style="display: flex; justify-content: space-around;"> <input type="checkbox"/> Other (describe): </div> | | |
| Methods: Certus employed standard intensive-level archaeological survey techniques using transects spaced no more than 15 meters (50 feet) apart. No historical buildings or structures are located in the survey parcel. As such, no inventory for said resources was conducted. | | |
| Description of the Undertaking: Implementation of the transit option design for the transit system associated with the Mountain View Corridor (MVC) in Salt Lake County would require use of lands not previously evaluated as part of environmental studies associated with the project. These lands would be used for a park-and-ride lot. Construction of the lot would require ground disturbance related to parking facilities, utilities, drainage, and other associated appurtenances. It would also require acquisition of new right-of-way/property and temporary or permanent easements. | | |
| Describe the Project Area, Area of Potential Effects, and Survey Area: The project area is located in the southeast quadrant of the intersection of 5600 West and 7800 South in the southwestern part of the Salt Lake Valley (see Figures 1–3 , attached). The survey area consists of a roughly triangular shaped parcel encompassing approximately 2.9 acres. It is located in Township 2 South, Range 2 West, Section 36 of the Salt Lake Base and Meridian (see Figure 2 , attached). This area is found on USGS 7.5 minute topographic quadrangle Copperton, Utah (see Figure 2 , attached). County Recorder data currently lists private parties as the owners of the land on which the undertaking addressed herein would occur. The area of potential effects (APE) for the proposed transit improvements is expected to be entirely contained within the survey parcel. | | |
| Project Setting: The project area is located in the southwestern part of the Salt Lake Valley along 5600 West and 7800 South—major north-south and east-west corridors respectively. The general area is characterized by limited topographic relief that slopes very gently downward toward the east and northeast toward the Jordan River. Historically, most of the southwestern part of the Salt Lake Valley was rural in nature and characterized by scattered single-family homes on large lots and farmsteads. Development in the area did not occur in earnest until the post-World War II period. Only modern structures constructed within the past 5 years are present on lands surrounding the survey parcel. The survey parcel itself has been subject to intense ground disturbance associated with new parking lots, access roads, and land grading. No undisturbed or “natural” ground surfaces are exposed in the area. | | |
| Photographic overviews of the survey area are provided below. | | |



Survey parcel; view to the east-southeast



Survey parcel; view to the east-northeast

FILE SEARCH

Location of Records Search: Utah Division of State History
 Preservation Pro online system

Date: February 25, 2019

Summary of File Search: Certus conducted a search of Utah Division of State History (UDSH) online records, for an area extending 1/2-mile in all directions from the boundary of the survey area parcel. UDSH records current list six prior cultural resource inventories as having occurred in the file search area, including several for the Mountain View Corridor project. The surveys took place between 1989 and 2009 and largely consisted of surveys for roadway and utility improvements. The surveys are summarized below and depicted on **Figure 4**, attached.

Summary of Previous Section 106 Inventories in the file search area

| Project # | Description / Survey Organization | Sites in File Search Area |
|-----------|--|---------------------------|
| U89BC0481 | WyCal Pipeline / BYU Office of Public Archaeology | None |
| U00ST0740 | Williams Pipeline/SWCA | None |
| U08ST0765 | Mountain View Corridor EIS / SWCA | None |
| U08HO0900 | Boulder Canyon Apartments / Bighorn Archaeological Consultants | None |
| U09ST0339 | Mountain View Corridor Supplemental / SWCA | None |
| U09ST0415 | Mountain View Corridor Reevaluation / SWCA | None |

One of the past surveys—U08HO0900—encompassed roughly the western half of the current survey area. This survey was carried out in 2008. Given the small size of the parcel, Certus re-surveyed it as part of the current effort.

No cultural resource sites have been reported for the file search area.

Paleontological Resources Consultation: Consultation with the Utah Geological Survey (UGS) regarding paleontological resources was carried out for the Mountain View Corridor Project as part of the environmental impact statement and previous archaeological surveys. Because the area included in that consultation encompassed the locations of the current survey area, no new consultation was conducted as part of the current effort. During the previous consultation, the UGS noted that no known paleontological localities were present in the area and that the deposits exposed in the area have low potential for yielding significant fossil materials.

RESULTS and RECOMMENDATIONS

| | |
|---|---|
| Date of Survey: February 26, 2019 | Surveyor: Sheri Murray Ellis P.I. Permit #: 47 |
| Results: Certus did not find any cultural resources during the intensive-level survey of the project parcel. | |
| Recommendations: No cultural resources are known to be present in the proposed 7800 South 5600 West Park-and-Ride lot addressed herein for the Mountain View Corridor transit option. The UDOT, in consultation with the Utah SHPO, will make a finding of effects for the undertaking under separate cover. | |

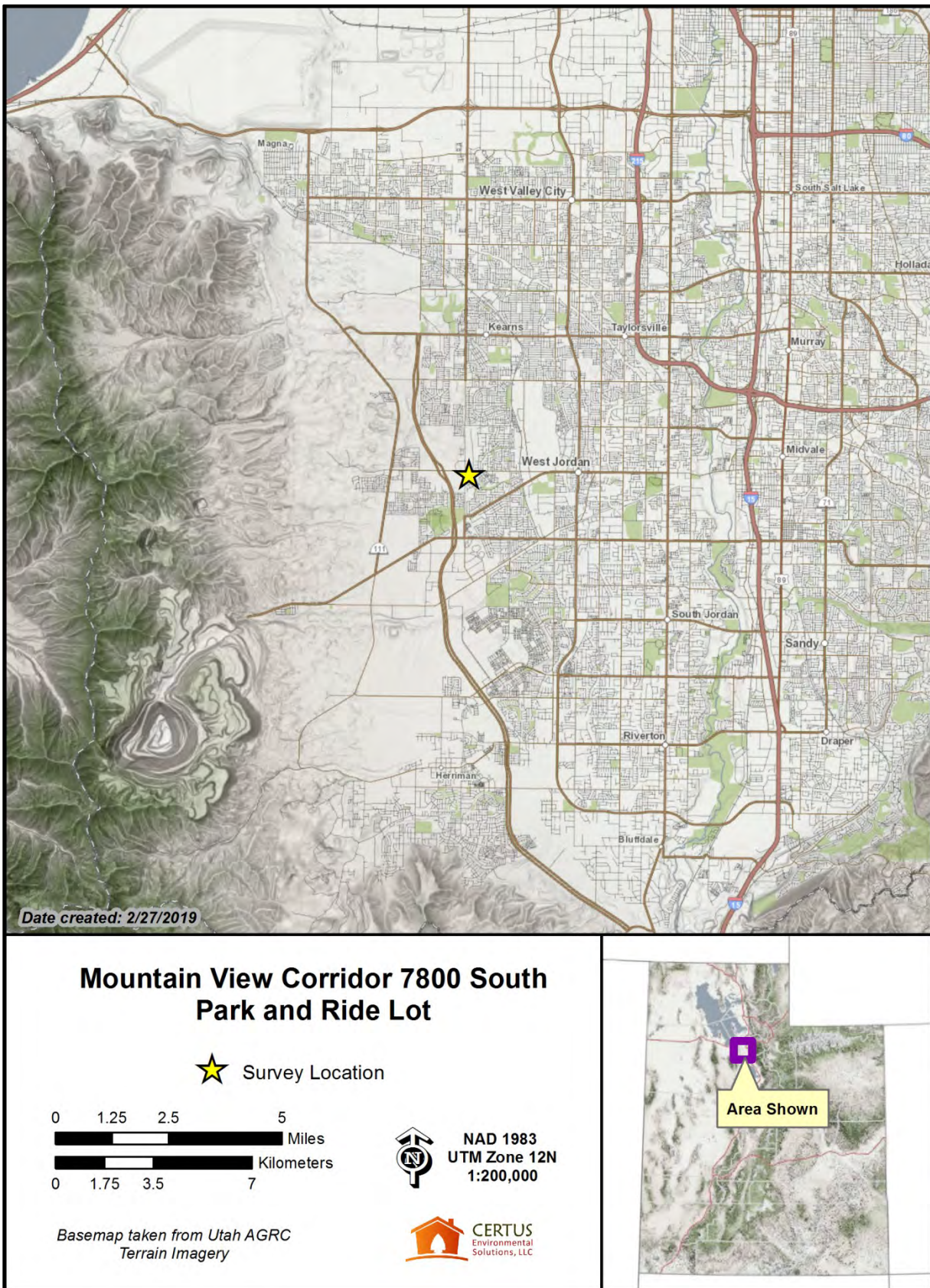


Figure 1. General location of survey

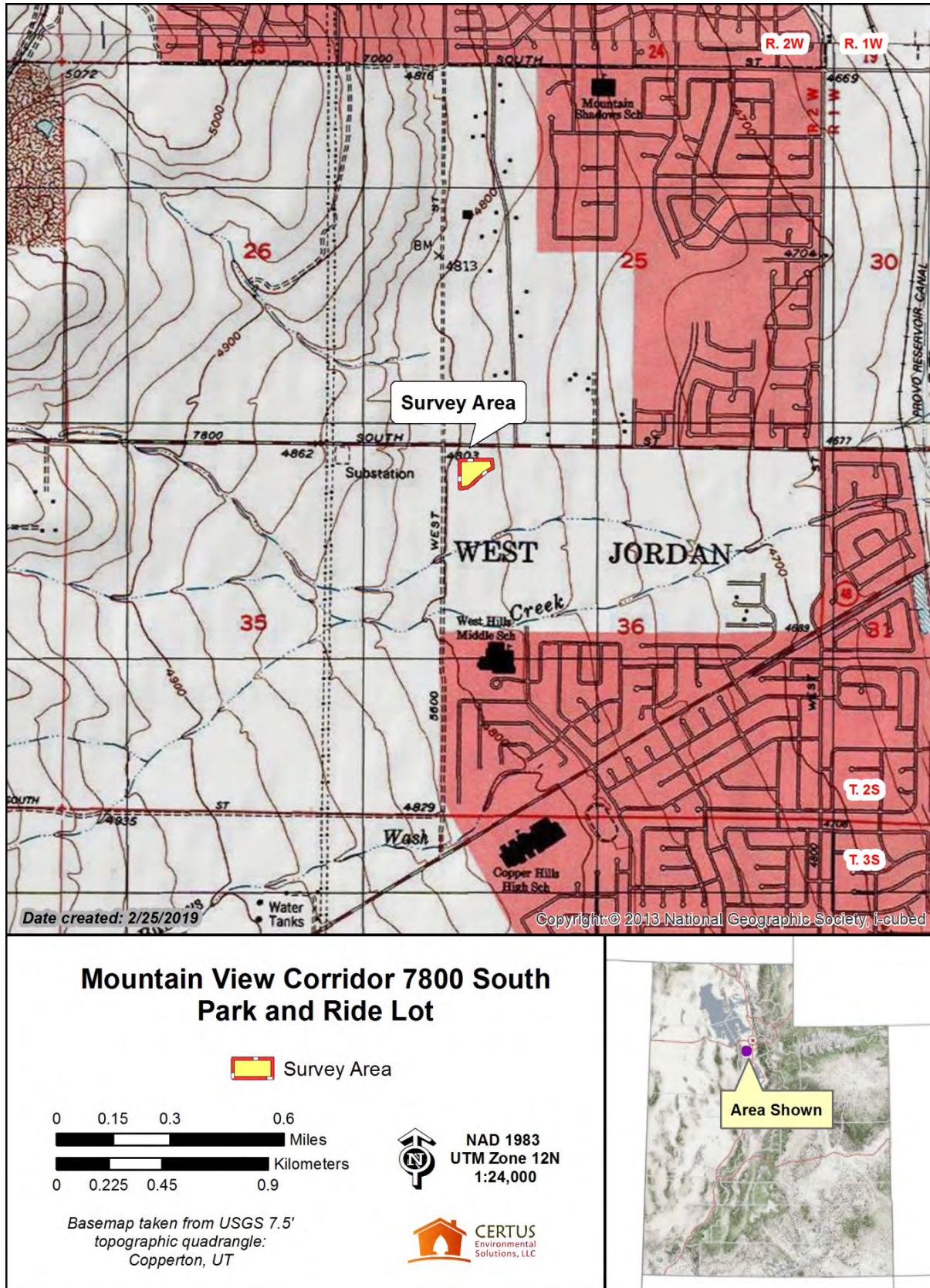



Figure 2. Location of survey; Map 1 of 3



Mountain View Corridor 7800 South Park and Ride Lot

 Survey Area

0 190 380 760
Feet
0 50 100 200
Meters



NAD 1983
UTM Zone 12N
1:5,000

Basemap taken from ESRI
World Imagery



CERTUS
Environmental
Solutions, LLC



Figure 3. Location of survey; Map 2 of 3

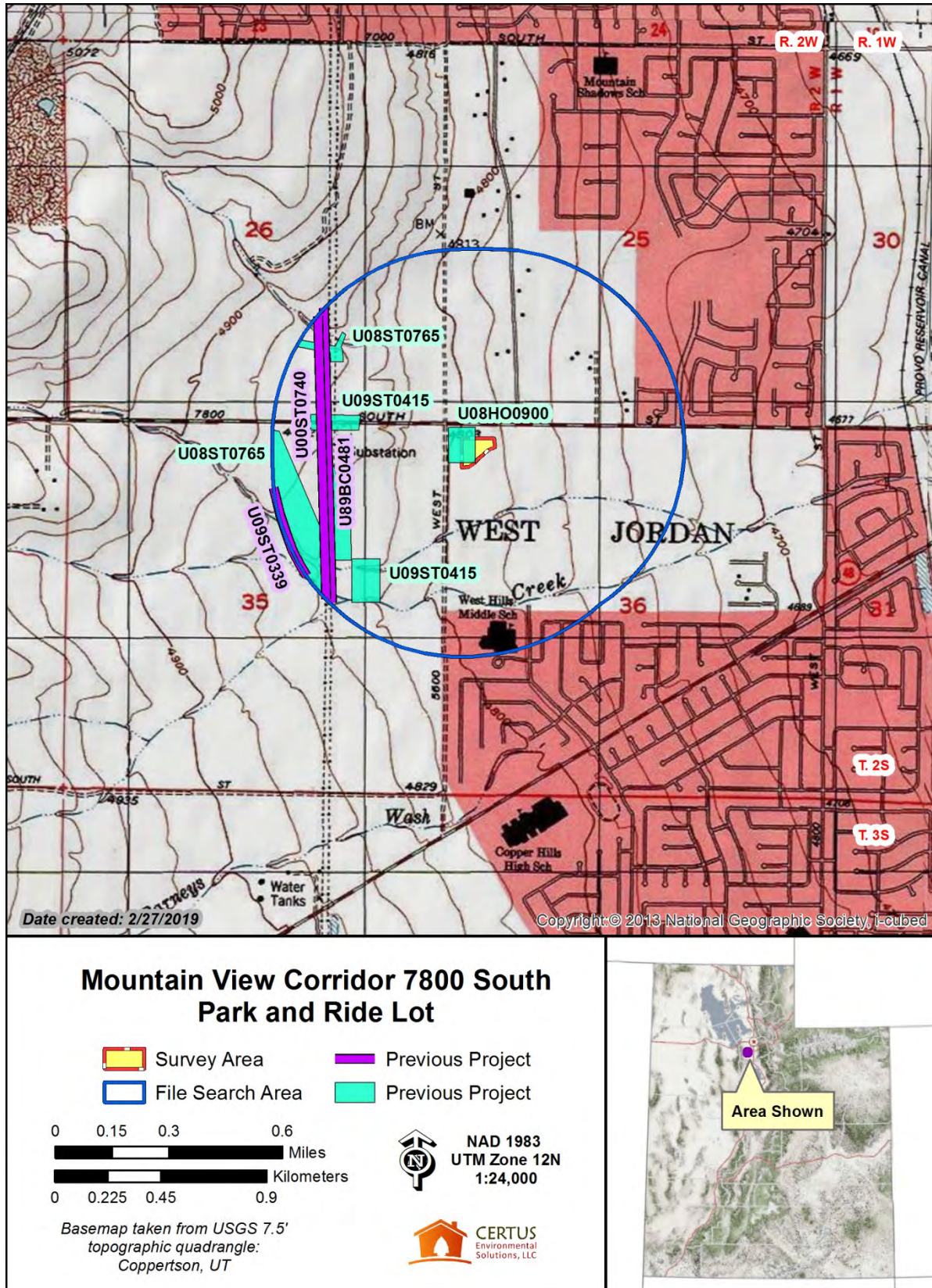


Figure 4. File search results



Cultural and Paleo Clearance with Tier 1 Screening Form

Federally funded projects classified as delegated categorical exclusions are processed in accordance with Stipulation II, Part A and Appendix A of the Memorandum of Understanding, State Assumption of Responsibility for Categorical Exclusions (23 USC §326), by which the UDOT assumes responsibility, assigned by the FHWA, for ensuring compliance with Section 106 of the NHPA and with Section 4(f).

Pursuant to the Third Amended Programmatic Agreement among the FHWA, the Utah SHPO, the ACHP, the USACE Sacramento District, and the UDOT Regarding Section 106 Implementation for Federal-Aid Transportation Projects in the State of Utah, UDOT has taken into account the effects of this undertaking on historic properties and has determined that the finding of effect is No Historic Properties Affected.

Pursuant to the Memorandum of Understanding between the UDOT and the Utah Geological Survey Concerning Agency Responsibilities Pursuant to U.C.A. 79-3-508, the UDOT has taken into account the effects of this undertaking on paleontological resources. If applicable, consultation letter from UGS is included in the environmental document.

PROJECT: PIN 13149—S-0085(9); SR-85, MVC; 4100 South to SR-201, Salt Lake County

DATE: September 26, 2018

PREPARER: Jonathan Dugmore, M.A.A.; Region 2 Archaeologist

CONTACT: 385-414-2066, jdugmore@utah.gov

PROJECT STIPULATIONS

- 1) Clearance is contingent upon the contractor adhering to the proposed scope of work and remaining within cleared areas. **Notify Region Environmental of any scope changes.**
- 2) *UDOT Standard Specification 01355 Part 3.7, Environmental Clearances by Contractor*
- 3) *UDOT Standard Specification 01355 Part 3.8, Discovery of Historical Archaeological, or Paleontological Objects, Features, Sites or Human Remains. Notify Region Environmental immediately of any discoveries during construction.*

PROJECT DESCRIPTION

Implementation of the transit option design for the transit system associated with the Mountain View Corridor (MVC) in Salt Lake County would require use of lands not previously evaluated as part of environmental studies associated with the project. Construction of the lots would require ground disturbance related to parking facilities, utilities, drainage, and other associated appurtenances. It would also require acquisition of new right-of-way/property and temporary or permanent easements.

SCREENING PROCESS

Screened undertakings have the potential to affect historic properties, but have been determined by UDOT to require no further review or consultation under the Agreements. Screening may include any the following tasks and should be appropriate to the complexity, scale, and location of the undertaking. Documentation of the screening will be included in the project files, quarterly report submitted to SHPO, and environmental document.

Antiquities Project Number: U18HY0630

Literature Review

- ☐ Class I literature search (date completed and by whom):
- ☒ Records review (i.e. UDSH, UDOT, BLM, etc.): Preservation Pro
- ☐ Project plans
- ☐ As-built project plans
- ☐ Aerial photographs:
- ☐ Historic Maps:
- ☐ Topographic Maps:
- ☐ ROW/Ownership/Parcel Data:
- ☐ Other:

Description of search results: The search was conducted by Certus Environmental Solutions and was confined to the project APE which consists of three parcels of land of various sizes totaling 6 acres. They are located near 7600 South and 9000 South. No cultural resources were identified at this time.

Field Review

- ☒ Pedestrian survey (Class III) (survey interval): 15 meter
- ☐ Field review other than Class III (reconnaissance, windshield, etc.):
- ☐ Other:

☐ None

Description of survey results (If no field survey was conducted, explain why not):

Survey for this project was conducted by Certus Environmental Solutions. No cultural properties were identified within the APE. The potential for cultural resources in these areas are low.

Supporting Documentation

Reports and/or forms generated from any cultural resource inventories shall be submitted quarterly to the Utah Division of State History (UDSH) for filing.

Title of report: *A Cultural Resource Assessment for Three Mountain View Corridor Transit Park and Ride Lots, Salt Lake County, Utah.*

Consultation

☐ Utah SHPO (including APE consultation):

☐ Certified Local Government (CLG):

☐ Tribes:

☐ State/Federal Agencies:

☐ Knowledgeable Informants:

☐ Other:

☒ None:

Description of consultation efforts (If no consultation was done, explain why not):

Consultation letters were not submitted for this project since the APE is within an urban setting with previous surface ground disturbance and has very low potential for cultural resources. Consultation letters for the Mountain View Corridor project have been previously sent out as a result of past Environmental documents encompassing this area. In addition, areas which exhibit no demonstrated site potential are excluded from consultation as per programmatic agreements between UDOT and the Confederated Tribes of the Goshute Indian Reservation, the Indian Peaks Band of Paiute Indians, and the Cedar Band of Paiute Indians (2008).

☐ Controversy based on historic preservation issues? If yes, consultation with SHPO and UDOT Central Environmental is required. Additional consultation with FHWA may be required.

Finding of Effect

The undertaking will result in the following finding of effect:

☒ No Historic Properties Affected: no cultural resources present

☐ No Historic Properties Affected: cultural resources present but none eligible

☐ No Historic Properties Affected: historic properties present, but are completely avoided by the undertaking and the potential for substantial indirect effects is very low

Description of impacts:

As no cultural resources are present in the APE, the UDOT has determined that this project will result in No Historic Properties Affected

COVER PAGE

**Must Accompany All Project Reports
Submitted to the Utah SHPO**



Report Title: *A Cultural Resource Assessment for Three Mountain View Corridor Transit Park and Ride Lots, Salt Lake County, Utah*

UDSH Project Number: U18HY0630

Report Date: September 18, 2018

Report Author(s): Sheri Murray Ellis

Record Search Date(s): September 14, 2018

Intensive Acres Surveyed (<15m intervals): 6 ac.

USGS 7.5' Series Map Reference(s): Copperton, UT

Org. Project Number: HDR07

County(ies): Salt Lake

Principal Investigator: Sheri Murray Ellis

Field Supervisor(s): Sheri Murray Ellis

Recon Acres Surveyed (<15m intervals): 0 ac.

| Sites Reported | Count | Smithsonian Trinomials |
|---|-------|------------------------|
| Revisits (no updated site forms) | 0 | |
| Updates (updated site forms attached) | 0 | |
| New recordings (site forms attached) | 0 | |
| Total Count of Archaeological Sites in APE | 0 | |
| Historic Structures (structures forms Attached) | 0 | |
| Total National Register Eligible Sites | 0 | |

*Please list all site numbers per category. Number strings are acceptable (e.g. "42TO1-13; 42TO15"). Cells should expand to accommodate extensive lists.

Checklist of Required Items for Submittal to SHPO

- ☒ "Born Digital" Report in a PDF/A format
 - ☒ SHPO Cover Sheet
 - ☒ File Name is the UDSH Project Number with no hyphens or landowner suffixes
- ☐ "Born Digital" Site forms in PDF/A format
 - ☐ UASF with embedded maps and photos
 - ☐ File name is Smithsonian Trinomial without leading zeros (e.g. 42TO13 not 42TO00013)
 - ☐ Photo requirements (including size and quality)
- ☐ Archaeological Site Tabular Data
 - ☐ Single spreadsheet for each project
 - ☐ Follows UTSHPO template (info here: <https://goo.gl/7SLMqi>)
- ☒ GIS data
 - ☒ Zipped polygon shapefile or geodatabase of survey (if different from APE) or other activity area with required field names and variable intensity denoted
 - ☐ Zipped polygon shapefile or geodatabase of site boundaries with a the required field name

Cultural Resources Survey Report

ADMINISTRATIVE INFORMATION

| | | |
|---|---|---|
| Project Name: A Cultural Resource Assessment for Three Mountain View Corridor Transit Park-and-Ride Lots, Salt Lake County, Utah | | Date of Report: September 18, 2018 |
| Project Sponsor: UDOT | | Division of State History Project #: U18HY0630 |
| Lead Agency for Section 106: UDOT (as delegated by FHWA) | UDOT Project #: S-0085(9); PIN 13149 | Certus Project #: HDR07 |
| Author(s): Sheri Murray Ellis | Certus Environmental Solutions, LLC 655 7 th Avenue Salt Lake City, UT 84103 (801) 230-7260 | |
| Type(s) of Survey: <div style="display: flex; justify-content: space-around; align-items: flex-start;"> <div style="text-align: center;"> <input checked="" type="checkbox"/> Intensive <input type="checkbox"/> Other (describe): </div> <div style="text-align: center;"> <input type="checkbox"/> Reconnaissance </div> <div style="text-align: center;"> <input type="checkbox"/> Not Applicable </div> </div> | | |
| Methods: Certus employed standard intensive-level archaeological survey techniques using transects spaced no more than 15 meters (50 feet) apart. No historical buildings or structures are located in any of the survey parcels. As such, no inventory for said resources was conducted. | | |
| Description of the Undertaking: Implementation of the transit option design for the transit system associated with the Mountain View Corridor (MVC) in Salt Lake County would require use of lands not previously evaluated as part of environmental studies associated with the project. Construction of the lots would require ground disturbance related to parking facilities, utilities, drainage, and other associated appurtenances. It would also require acquisition of new right-of-way/property and temporary or permanent easements. | | |
| Describe the Project Area, Area of Potential Effects, and Survey Area: The project area is located along 5600 West in the southwestern part of the Salt Lake Valley. Specifically, the assessment areas are located near 7600 South and 9000 South (see Figure 1 , attached). In total, the survey area comprises three separate parcels encompassing approximately 2.4 hectares (6 acres). It is located in Township 2 South, Range 2 West, Section 26 and Township 3 South, Range 2 West, Section 1 of the Salt Lake Base and Meridian (see Figures 2–4 , attached). These areas are found on USGS 7.5 minute topographic quadrangle Copperton, Utah (see Figure 2 , attached). County Recorder data currently lists private parties as the owners of the land on which the undertaking addressed herein would occur. The area of potential effects (APE) for the proposed transit improvements is expected to be entirely contained within the survey parcels. | | |
| Project Setting: The project area is located in the southwestern part of the Salt Lake Valley along 5600 West—a major north-south corridor serving a series of semi-urban communities. The general area is characterized by limited topographic relief that slopes very gently downward toward the east and northeast toward the Jordan River. Historically, most of the southwestern part of the Salt Lake Valley was rural in nature and characterized by scattered single-family homes on large lots and farmsteads. Development in the area did not occur in earnest until the post-World War II period. Only modern structures constructed within the past 15 years are present on lands surrounding the survey parcels. All three survey parcels have been subjected to past ground disturbance. The parcel near 7600 South has seen extensive recontouring and placement of fill. The two parcels at 9000 South have both seen past grading and dumping of used construction materials, including asphalt and concrete. | | |

Photographic overviews of the survey areas are provided below.



7600 South survey parcel; view to the north



900 South survey parcel—north; view to the northeast



9000 South survey parcel—south; view to the northeast

FILE SEARCH

Location of Records Search: Utah Division of State History
 Preservation Pro online system

Date: September 14, 2018

Summary of File Search: Certus conducted a search of Utah Division of State History (UDSH) online records, for an area extending 1/2-mile in all directions from the boundaries of the survey area parcels. Ten (10) prior cultural resource inventories have occurred in the file search area, including several for the Mountain View Corridor project. The surveys took place between 1989 and 2010 and largely consisted of surveys for roadway and utility improvements. The surveys are summarized below and depicted on **Figures 5 and 6**, attached.

Summary of Previous Section 106 Inventories in the file search area

| Project # | Description / Survey Organization | Sites in File Search Area |
|-----------|--|---------------------------|
| U89BC0481 | WyCal Pipeline / BYU Office of Public Archaeology | None |
| U00ST0740 | Williams Pipeline/SWCA | None |
| U01A10706 | 2003 Reevaluation for the Kern River Expansion / Alpine Archaeological Consultants | None |
| U08ST0765 | Mountain View Corridor EIS / SWCA | None |
| U08HO0900 | Boulder Canyon Apartments / Bighorn Archaeological Consultants | None |
| U09ST0339 | Mountain View Corridor Supplemental / SWCA | None |
| U09ST0415 | Mountain View Corridor Reevaluation / SWCA | None |
| U10ST0116 | Mountain View Corridor 2010 Updated Alignment / SWCA | None |
| U10ST0288 | 5600 West, New Bingham Hwy. to 9000 South / SWCA | None |
| U10ST0724 | Mountain View Corridor, 5400 South & Feulner Park Road / SWCA | None |

One of the past surveys encompassed the southern survey parcel at 9000 South in its entirety. This survey was carried out in 2010. Given the small size of the parcel, Certus re-surveyed it as part of the current effort.

No cultural resource sites have been reported for the file search area.

Paleontological Resources Consultation: Consultation with the Utah Geological Survey (UGS) regarding paleontological resources was carried out for the Mountain View Corridor Project as part of the environmental impact statement and previous archaeological surveys. Because the area included in that consultation encompassed the locations of the current survey area, no new consultation was conducted as part of the current effort. During the previous consultation, the UGS noted that no known paleontological localities were present in the area and that the deposits exposed in the area have low potential for yielding significant fossil materials.

RESULTS and RECOMMENDATIONS

| | |
|--|---|
| Date of Survey: September 17, 2018 | Surveyor: Sheri Murray Ellis P.I. Permit #: 47 |
| Results: Certus did not find any cultural resources during the intensive-level survey of the three project parcels. | |
| Recommendations: No cultural resources are known to be present in any of the parcels addressed herein for the Mountain View Corridor Transit Park-and-Ride lots. The UDOT, in consultation with the Utah SHPO, will make a finding of effects for the undertaking under separate cover. | |

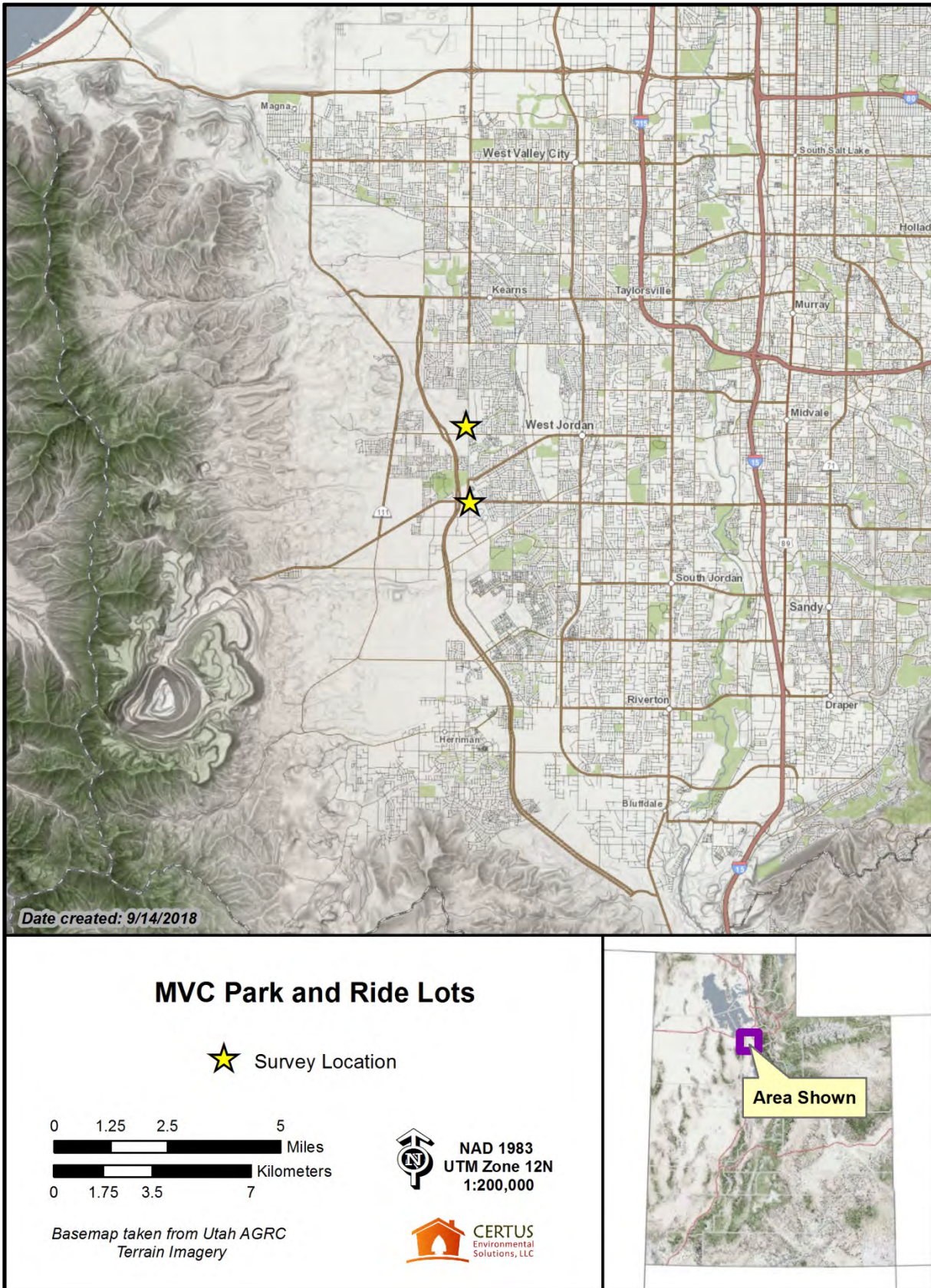


Figure 1. General location of survey

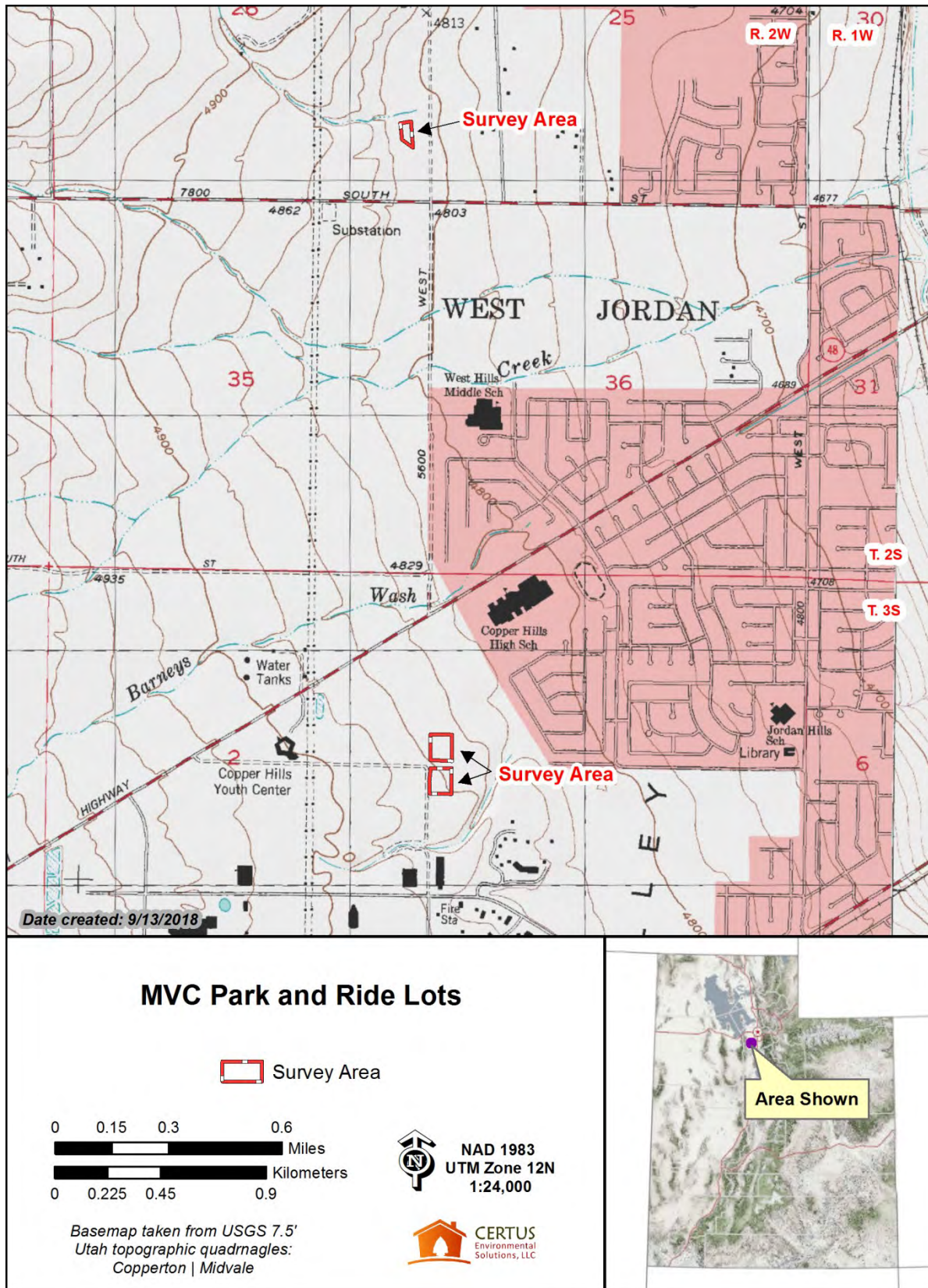


Figure 2. Location of survey; Map 1 of 3

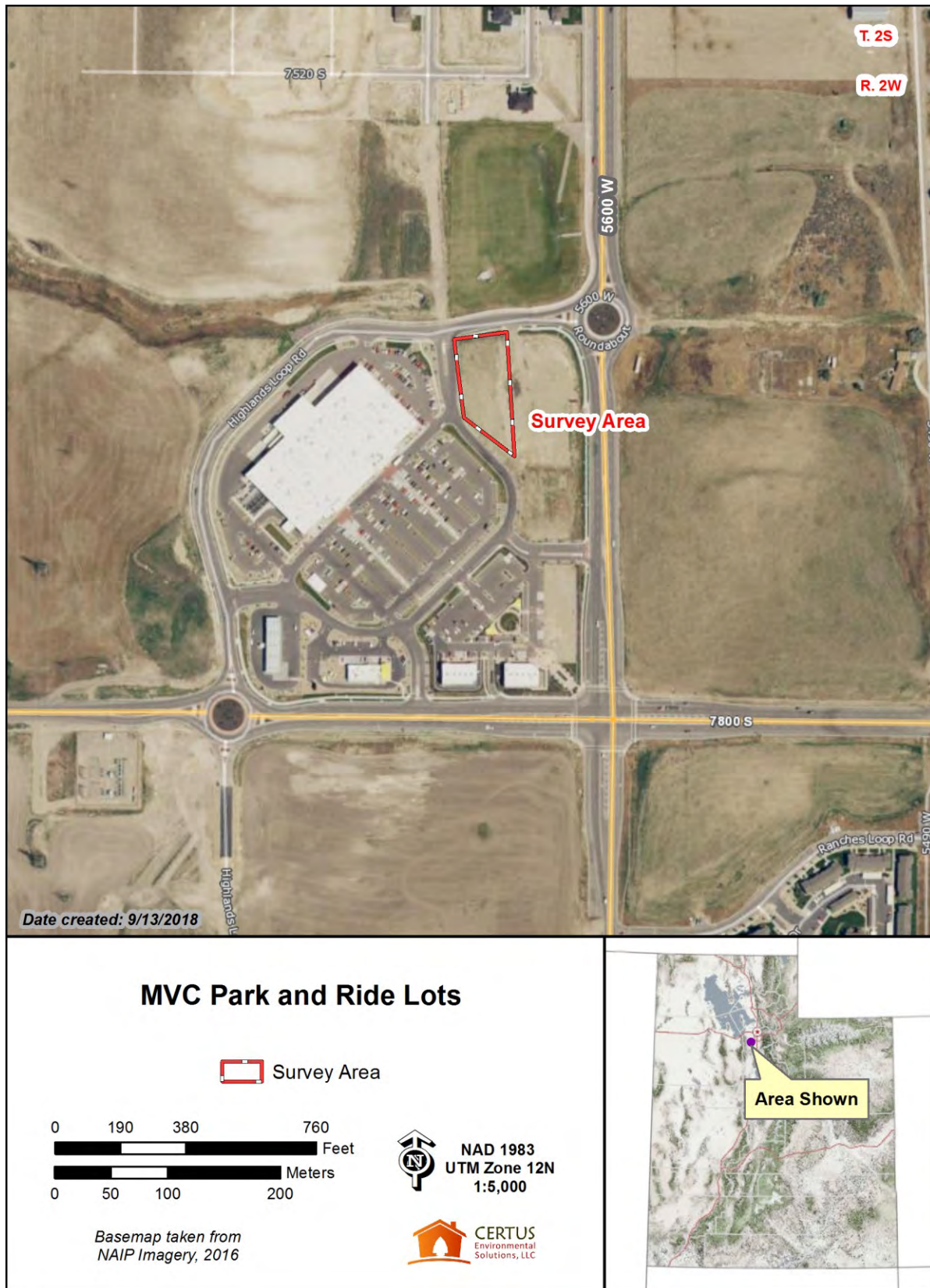


Figure 3. Location of survey; Map 2 of 3

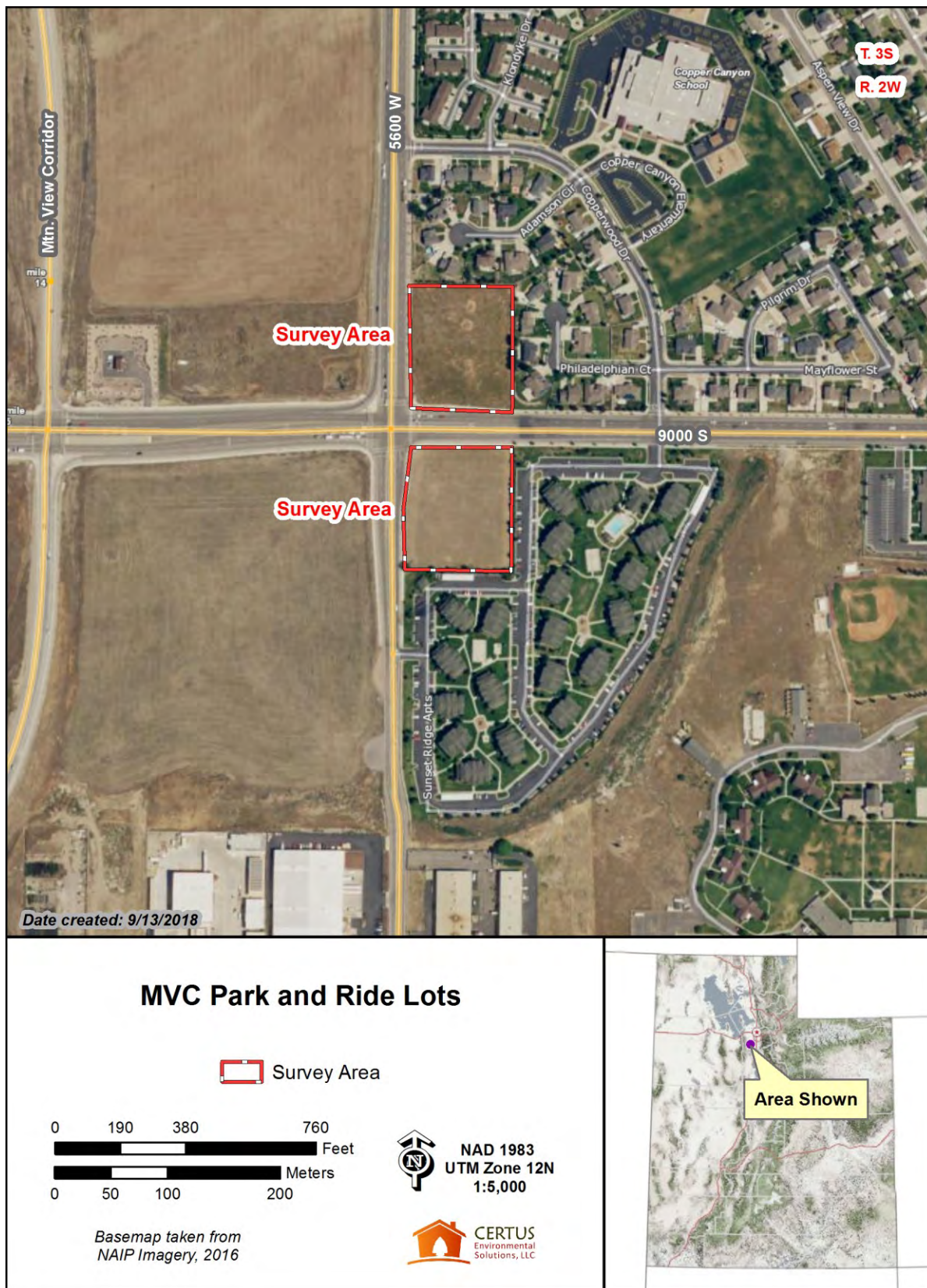


Figure 4. Location of survey; Map 3 of 3

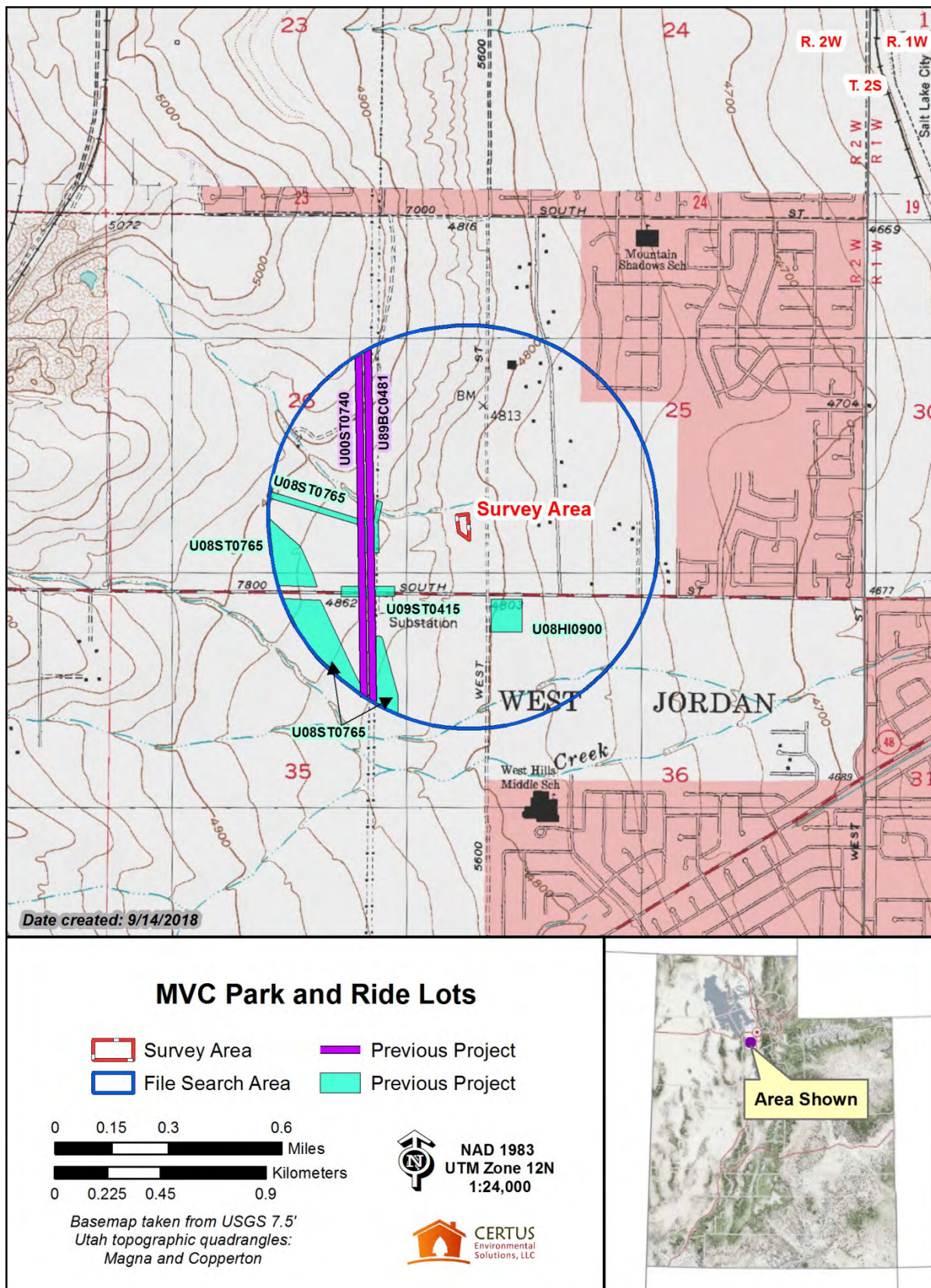


Figure 5. File search results; 7600 South survey area

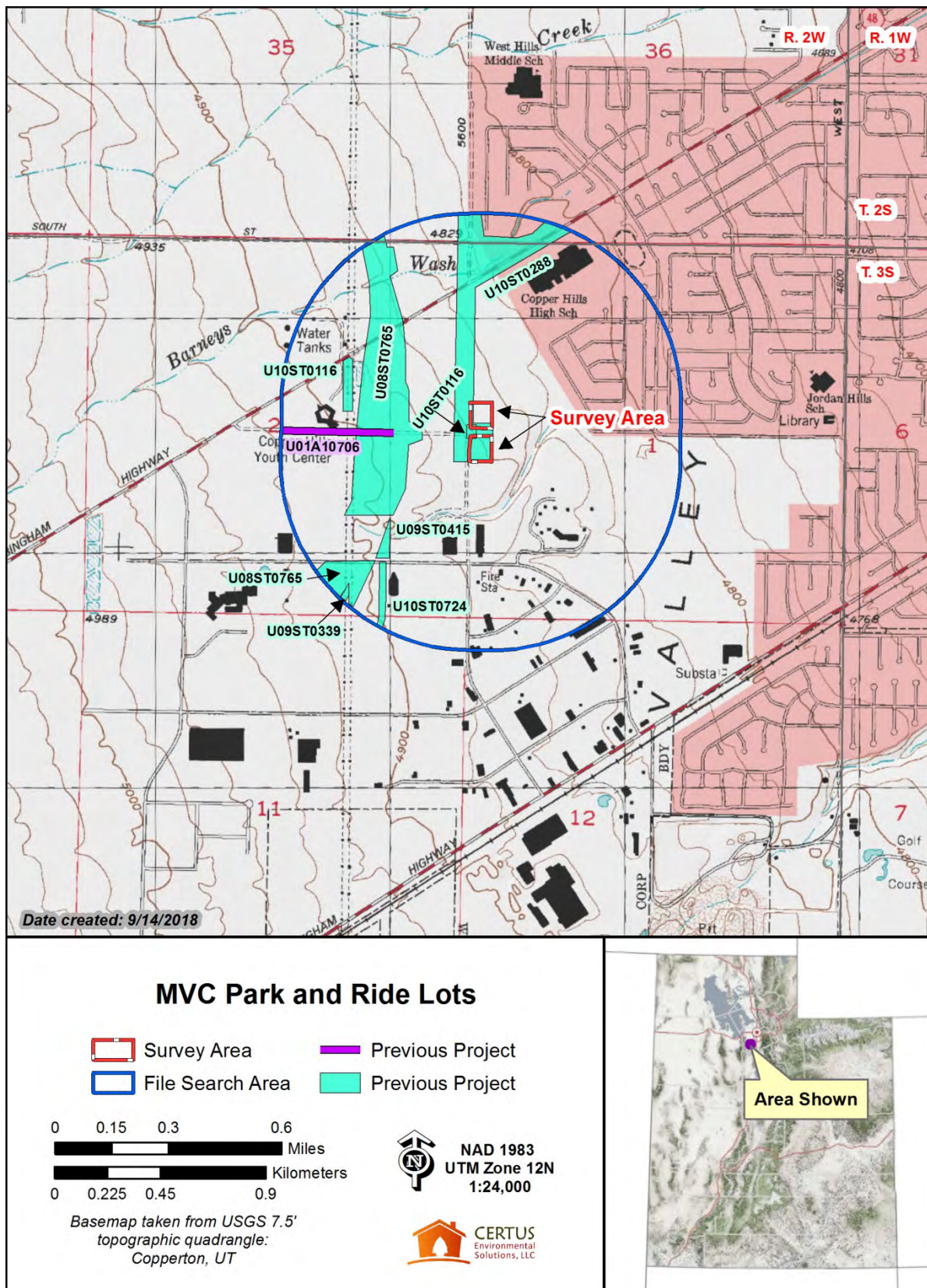


Figure 6. File search results; 9000 South survey areas

MEMORANDUM

UTAH DEPARTMENT OF TRANSPORTATION

Date: Monday, March 11, 2019

To: Elisa Albury
UDOT Environmental Program Manager

From: Rod Hess
UDOT Senior Landscape Architect

Re: **ENVIRONMENTAL REVIEW FOR WATER RESOURCES (MVC, 5600 West; ROW acquisition and Park and Ride areas)**
UDOT Project S-0085(9); SR-85, MVC; EIS 5600 West Transit Re-evaluation (PIN 13149)

Project Scope of Work

The Utah Department of Transportation (UDOT) proposes the re-evaluation of the 5600 West Transit portion of the Mountain View Corridor (MVC), Final Environmental Impact Statement (FEIS) and Section 4(f) Evaluation. The EIS/Section 4(f) Evaluation and ROD evaluated the environmental impacts of improving regional mobility on the west side of the Salt Lake Valley in Salt Lake County and in northern Utah County.

This Re-evaluation analyzes the anticipated impacts of the ROW acquisition for express bus service and potential sites for park and ride locations. Following is a conclusion of mitigation commitments regarding the summary of analysis and findings of water resources provided by the MVC environmental team:

Wetland and Water Resources

Based on the analysis of the aquatic resources completed by HDR, consultant to the MVC environmental team, no aquatic resources or Waters of the United States, including wetlands, have been identified within the limits of the additional ROW acquisition or possible park and ride areas of the MVC 5600 West Transit.

Mitigation Commitments:

- 1. None.**



Memorandum

Environmental Services

DATE: October 15, 2018

TO: Elisa Albury, Environmental Program Manager

FROM: Matt Howard, Natural Resources Manager

SUBJECT: S-0085(9) MVC, EIS 5600 West Transit Re-evaluation, PIN 13149

Project Description

In the fall of 2008, a Final Environmental Impact Statement (Final EIS) and Section 4(f) Evaluation for the Mountain View Corridor (MVC), Salt Lake and Utah Counties, was completed (September 2008) and approved through the issuance of a Record of Decision (ROD) (November 17, 2008) from the Federal Highway Administration (FHWA). This memo addresses the EIS reevaluation, which consists of refinements of the transit alternative that was selected in the ROD (the 5600 West Transit Alternative with Dedicated Right-of-Way Option) and project implementation and phasing. Refinements also include a reevaluation of the proposed park and ride locations near 9000 South and 7600 South. At 9000 South, two evaluated sites are being considered. This memo addresses both potential alternatives.

This memo addresses Phase 1 elements of the transit implementation reevaluation. Phases 2 and 3 will be addressed in future memos. The following table, taken from the EIS Reevaluation document, describes the transit implementation changes proposed in Phase 1.

| | Phased Transit Implementation for the 2008 ROD's Selected Alternative | Refined Selected Alternative |
|---------|---|---|
| Phase 1 | Transit Implementation <ul style="list-style-type: none">• The Utah Transit Authority (UTA) will take all actions necessary to (1) complete Phase 1 of the 5600 West Transit Alternative with Dedicated Right-of-Way Option and begin revenue operation by December 31, 2015, and (2) complete Phase 2 of that alternative and begin revenue operation of that phase by December 31, 2025.• UTA will construct BRT in a fixed guideway (Type 3 bus rapid transit) along 5600 West from 2700 South to 6200 South. As part of Phase 1 activities, UTA also will acquire the necessary right-of-way to construct a fixed-guideway transit system along 5600 West from 11800 South to Interstate 80 (I-80) and along I-80 from 5600 West to the Salt Lake City International Airport. | Transit Implementation <ul style="list-style-type: none">• Phase 1 transit will include express bus transit service along the existing 5600 West and North Temple roadway travel lanes from the Old Bingham Highway TRAX station to downtown Salt Lake City. |

This assessment has been prepared to address potential for occurrence of and impacts to species or habitat listed under the Endangered Species Act (ESA), as well as birds protected by the Migratory Bird Treaty Act (MBTA), and the Bald and Golden Eagle Protection Act (BGEPA).

Greater sage-grouse (*Centrocercus urophasianus*), which are protected by Governor's Executive Order EO/2015/002, are also addressed in this memo.

Project Setting

Phase 1 transit will include express bus transit service along the existing 5600 West and North Temple roadway travel lanes from the Old Bingham Highway TRAX station to downtown Salt Lake City. The reevaluation slightly changes the project footprint to the proposed park and ride locations near 9000 South and 7600 South, and changes the timing of some phases. Recent (2016-2018) aerial images show land use in the vicinity of the project area consists mainly of urban development with pockets of undeveloped open space, agriculture (fallow and active), and semi-natural reseeded areas. Elevation in the vicinity of the project area is +/- 4,200 to 4,800 ft. amsl. Vegetation in the area includes urban landscaping, mixed brush communities, and non-native plant species. The specific project area is in the UDOT ROW, which has been maintained for roadway purposes and on lands that have been identified for acquisition.

Determinations

Threatened and Endangered Species

The U.S. Fish and Wildlife Service's Information, Planning and Consultation database was consulted for species considered to have potential to occur in the vicinity of the project area. In addition, Utah Natural Heritage Program records of occurrence were reviewed for documentation of species occurrences within the vicinity of the project. Other sources, including recent aerial imagery, USFWS Critical Habitat shapefiles, USGS, topographic data and surficial geology shapefiles from the State of Utah were used in the supporting analysis. Table 1 summarizes the findings.

Table 1.

| Species | Designated Critical Habitat | Suitable Habitat | Previous Occurrences | Potential for Occurrence | Rationale |
|--|------------------------------------|---------------------------------|---|---------------------------------|---|
| Canada lynx (<i>Lynx canadensis</i>) | None Present | None Present- No forested areas | No | None | No identified critical habitat in the state. Canada lynx is found in boreal forest habitat, which is not found within the project area. |
| Yellow-billed Cuckoo (<i>Coccyzus americanus</i>) | None Present | Foraging habitat present. | No | None | Riparian habitat is not found within the project area. |
| June Sucker (<i>Chasmistes liorus</i>) | None Present | None within project area | Species occurs in Utah Lake and Provo River, which are not within the project area. | None | Work would not impact aquatic habitat. |
| Ute Ladies'-tresses (<i>Spiranthes diluvialis</i>) | None Present ¹ | None within project area | No | None | The project will not impact any wetland or mesic habitat. |

¹This project does not have a federal nexus; protections for plant species listed under the ESA and for critical habitat would not apply.

Migratory Birds, Bald and Golden Eagles

Aside from some mature ornamental and landscape trees, there is little nesting habitat near the project area. Additionally, there are no known occurrences of raptor nests in recent history. The project does not propose to remove or alter potential nesting substrate or alter existing conditions for this area. The area is located where high noise has historically occurred throughout the nesting season. It is unlikely this project would result in direct or indirect take under the BGEPA. This project would not result in direct take under the MBTA and is unlikely to result in indirect take.

Greater Sage-grouse

A review of recent aerial imagery and Utah Sage-grouse Management Area boundaries shows that the project does not occur within a SGMA, nor does it include sage-grouse habitat. The project is not anticipated to negatively affect sage-grouse.

Summary

This assessment satisfies the UDOT's responsibilities under Section 9 of the ESA, the MBTA (50 CFR § 10.12), the BGEPA (16 USC § 668), and Governor's Executive Order EO/2015/002. If additional information or clarification is needed regarding this assessment, please contact me at mattrhoward@utah.gov.

Sincerely,

A handwritten signature in blue ink that reads "Matt Howard". The signature is fluid and cursive, with the first name "Matt" and last name "Howard" clearly distinguishable.

Matt Howard
Natural Resource Manager

Kilpatrick, Kevin

From: Matt Howard <matthoward@utah.gov>
Sent: Thursday, March 7, 2019 9:01 AM
To: Kilpatrick, Kevin
Cc: Shingleton, Beth; Perkins, Michael; Elisa Albury (ealbury@utah.gov)
Subject: Re: MVC 5600 West Transit Reeval: Request for Updated Wildlife Clearance (UDOT PIN 13149)

I have reviewed the new park and ride locations at 9000 South and 7800 South for UDOT PIN 13149 and find that the conclusions originally reached in my 10/15/2018 clearance memo remain unchanged.

On Mon, Mar 4, 2019 at 1:38 PM Kilpatrick, Kevin <Kevin.Kilpatrick@hdrinc.com> wrote:

Matt,

You previously provided a wildlife clearance for the MVC 5600 West Transit Reevaluation in October 2018 (see attached).

There has recently been a change to the park and ride lot locations proposed as part of the 5600 West Transit Reevaluation.

- The previous park and ride lot locations evaluated two locations at 9000 South and one location at 7600 South.
- The new park and ride lot locations are being proposed are at 9000 South (only one location) and 7800 South. The attached figures show the locations of the current proposed park and ride lots at 9000 South and 7800 South.

All of the other information in your previous memo regarding the project description and project setting sections is still correct.

Mike Perkins, HDR biologist, has reviewed both of these sites and has updated his biological and wetland technical memo. A copy of this memo is also attached.

We request an updated biological clearance memo that reflects this updated information.

Please review this information and let me know if you have any questions.

Thanks for your help,

Kevin Kilpatrick

Transportation NEPA Project Manager

HDR

2825 East Cottonwood Parkway, Suite 200
Salt Lake City, UT 84121-7077
D 801.743.7891 M 801.946.4010
kevin.kilpatrick@hdrinc.com

hdrinc.com/follow-us

--

-Matt Howard
Natural Resource Manager
Utah Department of Transportation
Office: 801-965-4038
Cell: 435-255-1956
matthoward@utah.gov



Technical Memorandum

Date: March 4, 2019
Project: UDOT Mountain View Corridor Project
Subject: Review of Proposed Acquisition Areas and Potential Sites for Park and Ride Lots for Express Bus for Biological and Aquatic Resources

Introduction

HDR, Inc. (HDR) has prepared this memorandum to summarize findings of HDR's biological and aquatic resources review for acquisition areas proposed for express bus services (acquisition areas). The acquisition areas reviewed are identified on a map set document titled: "EXPRESS BUS_Optimized survey area.pdf". In addition, three potential sites for park and ride (P&R) lots were also reviewed (acquisition areas and potential P&R lots jointly referred to as "review areas" in this document). Review for biological resources considered potential habitat for species listed or proposed under the Endangered Species Act (ESA), Migratory Bird Treaty Act, Bald and Golden Eagle Protection Act, and State of Utah conservation agreement species. Aquatic resources considered that may be subject to regulation under Section 404 of the Clean Water Act include wetlands, streams, ponds, canals, and certain ditches.

None of the review areas include any aquatic resources and none of these areas appear to provide suitable habitat for species listed or proposed under ESA, State of Utah conservation agreement species, or bald or golden eagles. Review areas that are not developed or entirely disturbed could provide nesting habitat for common ground-nesting migratory birds that occur in urbanized areas.

Methods

First, HDR conducted a desktop review of available information including the following:

- U.S. Fish and Wildlife Service (USFWS) Environmental Conservation Online System-Information, Planning, and Conservation System (ECOS-IPaC; <https://ecos.fws.gov/ipac/>), including species listed under ESA, identified by ECOS-IPaC as potentially occurring in or near review areas.
- ESA and conservation agreement species listed for Salt Lake County on the *Utah Sensitive Species List* available at Utah Conservation Data Center website (<https://dwrcdc.nr.utah.gov/ucdc/>).
- National Wetlands Inventory Mapping
- Aerial imagery and mapping including the map set for the review areas

Next, HDR conducted a site visit to identify pertinent existing characteristics of the review areas and determine whether each site includes any of the subject biological or aquatic resources.

Results

None of the review areas include any aquatic resources. Under existing conditions, the review areas are only comprised of uplands that consist of developed areas (parking lots, streets, turf and other landscaping, curb and gutter, or sidewalk), heavily disturbed areas (vegetation removed or covered),

and vegetated areas (fallow and active agricultural fields, weedy fields, and semi-natural reseeded areas).

Resources included by ECOS-IPaC for the review areas include four species listed under ESA: yellow billed cuckoo (*Coccyzus americanus*), June sucker (*Chasmistes liorus*), Canada lynx (*Lynx canadensis*), and Ute ladies'-tresses (*Spiranthes diluvialis*).

June sucker is endemic to Utah Lake and its tributaries, and is raised in hatcheries in Springville and Red Butte Reservoir. Canada lynx only occurs in mixed forests. The distinct western population segment of the yellow-billed cuckoo is listed as threatened and is known to occur in northern Utah. Suitable habitat for this species consists of large areas of multistory, woody riparian habitat. There is no suitable habitat for yellow-billed cuckoo in or adjacent to any of the review areas. Ute ladies'-tresses (ULT) is a threatened orchid species that typically occurs along riparian edges, gravel bars, old oxbows, high flow channels, and moist to wet meadows along perennial streams. It has also been found within subirrigated or spring-fed abandoned stream channels, lakeshores, along irrigation canals, berms, levees, irrigated meadows, excavated gravel pits, roadside barrow pits, reservoirs, and other human-modified wetlands. The review areas do not contain any suitable habitat for ULT because they do not include any of the appropriate mesic habitats that could support this species.

The *Utah Sensitive Species List* includes two species for Salt Lake County that are included by ECOS-IPaC that are listed under ESA: June sucker and western yellow-billed cuckoo. Additionally, four State of Utah conservation species are included for Salt Lake County: Bonneville cutthroat trout (*Oncorhynchus clarkii*), Columbia spotted frog (*Rana luteiventris*), least chub (*Lotichys phlegethontis*), and northern goshawk (*Accipiter gentilis*). None of the review areas appear to provide suitable habitat for any of these conservation agreement species.

None of the review areas provide suitable nesting or roosting trees or structures for bald or golden eagles. Review areas that are not developed or entirely disturbed could provide nesting habitat for common ground-nesting migratory birds that occur in urbanized areas.

Table 1 provides a summary of existing conditions of each review area as identified in the express bus survey area map set and potential sites for P&R lots.

Table 1. Existing Conditions (Land-use Status) of Review Areas

| Map Set Sheet # | Existing Conditions |
|-----------------|--|
| BT-01 | West (west of 5600 West) proposed Park and Ride Lot is entirely upland; appears to be a fallow agricultural field. East strip is a combination of developed and fallow upland. |
| BT-02 | West strip is disturbed upland under power lines next to an agricultural field. |
| BT-03 | No proposed acquisition areas on this map sheet. |
| BT-04 | East proposed Park and Ride Lot consists of disturbed weedy upland area and a fallow upland agricultural field. West strip consists of developed and disturbed upland. |
| BT-05 | West strip is developed turf open space that may be a detention basin. East strip is disturbed, fallow upland. |

| Map Set Sheet # | Existing Conditions |
|--------------------------------|--|
| BT-06 | West proposed Park and Ride Lot is a disturbed vacant upland. East strip is developed. |
| BT-07 | West proposed Park and Ride Lot and west strip are both in a disturbed/fallow upland area. |
| BT-08 | West strip is developed. East strip is disturbed upland. |
| BT-09 | West strip is disturbed upland, just north of a canal. East strip is disturbed upland. |
| BT-10 | Both east and west strips are 100% developed. |
| BT-11 | West strip is developed. |
| BT-12A | West strip is disturbed upland. East strip is developed. |
| BT-13A | West strip is disturbed upland next to a canal that runs east to west. East strip is upland grassland near the canal and also just west of a flowing ditch that runs south to north. |
| BT-14A | Both north and south strips are developed (turf grass) and each are next to small drainage ditches that flow east to west. |
| P&R Site | Existing Conditions |
| #1 Highlands Loop Rd | Previously disturbed (vegetation cleared) upland. Currently weedy upland vegetation that has been mowed. |
| #2 NE 9000 S | Disturbed upland. About 50% of the site is vegetated with upland species (about 50% bare ground). Some fill piles. |
| #3 SE 9000 S (west site) | Fallow upland agricultural field. Mix of alfalfa and weedy species observed. |
| #4 SE 9000 S (east site) | Fallow upland agricultural field. Mix of alfalfa and weedy species observed. |
| #5 Ranches Loop Rd | Disturbed upland with vegetation removed. |

Appendix C

Comment Response Matrix

| | | | | |
|------------------------|--|--------------------------------|--|---|
| Document Title | | MVC Draft Transit Reevaluation | Commenter | Public |
| Document Date | | April 2019 | Review Date | Public Comment Period: April 17 to May 16, 2019 |
| Item | Comment | | Response | QC/ Concurrence |
| Public Comments | | | | |
| 1. | David Lewis This is all good. I would also like to see the bus continue into the downtown core, with another stop at the University of Utah and final stop at research park. | | Thank you for the comment. The proposed route is currently planned to end in downtown Salt Lake. From the downtown transit stop, existing connections to TRAX and other UTA bus routes from downtown to the University of Utah and Research Park are currently available. | |
| 2. | Kim Pavlin The proposed transit will likely cut off left hand turns for southbound traffic on 5600 W. into the shopping plaza and this is obviously a big concern of McDonald’s for loss of traffic into the restaurant coming from the North. McDonald’s has already been impacted due to the taking to facilitate the construction of the roadway improvements and was told that full movement access to the shopping plaza would not be impacted. McDonald’s is located at 3497 S. 5600 W. | | The proposed MVC Phase 1 transit improvements would not modify existing left turn access on 5600 West. Access to McDonald’s would not change with the MVC Phase 1 transit improvements. | |
| 3. | Anonymous I would like to know why the bus does not go down Redwood to Riverton? | | The MVC transit proposals have been focused along 5600 West because that is the area near where the MVC roadway improvements are also occurring. Additionally, the MVC roadway and transit improvements are intended to reduce delay and congestion in western Salt Lake County. New bus lines or other transit improvements on Redwood Road would be considered a separate projects that address different transit needs. The WFRC 2019-2050 RTP includes future projects on Redwood Road as Core Routes in both Phase 1 (2019 to 2030) and Phase 2 (2031 to 2040) through all of Salt Lake County and into Davis and Utah Counties. | |
| 4. | Will Thaler I think the whole project needs to be fast tracked! With the growth both Utah and Salt Lake counties are experiencing and expecting, it's going to be too little too late. I-15 is already overburdened and expanded as much as possible this MVC will share the load with I-15. | | Thank you for the comment. The transit projects and other phases of MVC will be constructed as funding and permits are obtained. | |

Comment Response Matrix

| Document Title | | MVC Draft Transit Reevaluation | Commenter | Public |
|-----------------------|--|---|--------------------|---|
| Document Date | | April 2019 | Review Date | Public Comment Period: April 17 to May 16, 2019 |
| Item | Comment | Response | | QC/ Concurrence |
| 5. | Bradley North I prefer this proposed Express Bus service over the original BRT system for Phase 1 Transit. I would definitely use the proposed Express Bus service. I would use it to travel from 4700 South to California Avenue as part of my regular commute. I would probably never use the original BRT system since it would end at 2700 South. I hope this proposal for Express Bus service is accepted and implemented. | Thank you for the comment. | | |
| 6. | David Madsen While I like the idea of servicing more riders. I am not in favor of abandoning the phase 3 upgrade to light rail. I fear the switch to express buses vs. bus rapid transit will close the door on the commitment to light rail connectivity and service to this part of the valley. Extending the West Valley green line out 3500 South to 5600 West would be a great solution. | There are not currently any proposed changes to MVC Phase 2 or Phase 3 transit, the commitments identified in the MVC ROD still remain. UDOT will evaluate any changes to Phase 2 or Phase 3 transit in the future if necessary after additional review and coordination with UTA. UDOT and UTA anticipate that building the express bus project in Phase 1 will help develop a future market for higher capacity transit projects in the 5600 West corridor. | | |
| 7. | Theron Jeppson I prefer the scenario 2 with TSP. I live just south and west of where Hunter High School is located. I frequently (3-4 times per week) ride my bike to work. Which is located near North Temple and Redwood road. I choose 5600 West as my preferred route from my house to the International Center as for much of the way, it has the nice wide shoulders. By allowing the bus the use of the shoulder along 5600 West, it will greatly compromise this being a good bike route alternative. Of which there are very few options between where I live and work. | Thank you for the comment. Final decisions and locations of transit priority options will be made by UTA transit planners. There is, or will be upon completion of MVC construction, a shared use path that accommodates multi-users along the length of Mountain View Corridor located just west of 5600 West. This shared use path can be used as an alternative route for bicycles. | | |
| 8. | Merrill Johnson It is about time to get bus service on 5600 West. Make sure you start service at 3:30 am for workers to get to work on time, run later at night to service the swing shift workers to get home. It is a great idea to get people out of cars. | Thank you for the comment. The hours of service are anticipated to approximately match typical hours of service for other Salt Lake County bus routes. UTA transit planners will determine the hours of service on the express bus. | | |
| 9. | Andrew Clegg This new Express Bus proposal makes way more sense than a very short BRT line. The BRT would have had very low ridership as it didn't really connect anything. Having an express bus that goes to the International Center, Airport, and downtown offers much better connectivity. | Thank you for the comment. | | |
| 10. | Shane Merrill I feel this is a much better plan for transit on 5600 W. There is a little transit and many many people. This is a good first step to move transit to the West side of the valley. | Thank you for the comment. | | |

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| 11. | <p>Pat Barton</p> <p>We have been in this area for over 40 years and have seen a consistent pattern with UTA service--East side needs are funded with tax increases; West side service is reduced to cut costs. UTA cuts service and then ridership falls because west side residents find alternative ways to get to work and downtown locations so UTA justifies further service cuts. The refined alternative further cuts service to west side residents who are being taxed to provide premium service for East side ridership. Further all proposals except proposal 4 would only increase congestion on the already impassable traffic on 5600 West during peak hours. Typically it takes 30-60 minutes to travel the stretch of road along 5600 W. from SR 201 to 6200 S northbound between 5 a.m and 9 a.m and southbound between 3 p.m and 6 p.m. Even with MVC in operation, traffic flow along 5600 W. has NOT been improved as promised and traffic on 6000 W. and 6400 W. has increased in volume and velocity which UDOT assured it would not. That being said, the refined alternative seems to be the only feasible action at this point, BUT MARK MY WORDS: this plan will have a negative impact on all neighborhoods in and around 5600 W., 6000 W. and 6400 W. Motorists currently travel 6000 W. and 6400 W. at nearly double existing speed limits, endangering life and property. Congestion on 5600 W makes the road impassable when needed most and adding busses on an express schedule will only make that congestion worse.</p> | <p>The MVC Refined Selected Alternative would provide a new express bus service that does not currently exist and would increase service to the west side of Salt Lake County. This new express bus service would primarily benefit west-side residents and allow for linkages to east-west routes on the west side of Salt Lake County. As described in the reevaluation, the MVC Refined Selected Alternative's 5600 West express bus ridership is forecasted to be 2,200 to 3,900 riders per day in 2020. The Refined Selected Alternative express bus service would not substantially affect delay for personal vehicles that use 5600 West.</p> <p>It is anticipated that the traffic congestion and delay on 5600 West will decrease once the MVC is constructed to SR-201 and I-80, and as future phases of MVC are constructed.</p> | | |
| 12. | <p>Adam Christensen</p> <p>As a daily commuter from Saratoga Springs north on Redwood Road I'm concerned that the current improvements aren't what is actually needed to resolve the horrible congestion we face every morning and evening. From my observations not that many people go up Redwood and turn on 2100 N., but many more continue north on Redwood up to Porter Rockwell and get onto Mountain View. What we need to seriously resolve the congestion on Redwood is for Mountain View to connect the whole way through from 2100 N. to Porter Rockwell. What is the timeline UDOT has for starting this segment, and who can we put pressure on to speed that up?</p> | <p>Thank you for the comment. The MVC segment between 2100 North and Porter Rockwell is currently unfunded but is on Phase 1 (2019 to 2030) of the WFRC 2019 to 2050 RTP. This portion of MVC will be constructed when funding is obtained.</p> | | |
| 13. | <p>Lawrence DuShane</p> <p>I believe I've lost faith in UTA due to deaths on TRAX and mis-management (corruption?) by administration. We routinely count people on TRAX and they go through the intersection v. people sitting in cars waiting for TRAX. Significantly more people idling their cars waiting for TRAX. Above-ground commuter rail and supporting bus routes will not significantly improve traffic congestion. I think successful models demonstrate that these must go underground. The MVC is already a log jam just as Bangerter is. Please just build the MVC freeway and stop the insanity of building MVC as Bangerter version 1/2. Respectfully, South Jordan resident</p> | <p>Thank you for the comment. UDOT and UTA are working to identify and construct cost-effective multi-modal transportation solutions. MVC is planned to be a freeway after all three phases are completed.</p> | | |

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| 14. | <p>Cuong Nguyen</p> <p>It is with such relieve that the State is finally bringing services to the most needed community. West Valley City in general, and particularly on the West side community reside some of the most social/economic challenge residents and public transportation is most needed, yet the State, county, and local government have forgotten this community until now. For this proposal of transit, in addition to bus stop that is included in the plan UTA should consider adding a bus stop at 3100 south. This is the center location of residents on east of 5600 West and west of the new Mountain View Corridor. It is at the center of the shopping as well as the recreational center. By adding a stop on 3100 South, it allows residents in the area to have more options, easy access, and shorter distance to walk to a bus stop. Bus is not only necessary and greatly needed in this community, it also should be convenient so it encourage more usage. The use of public transportation is convenience and easy access. While I don't see the bus schedule, I encourage UTA to strongly consider more frequent bus and run late. This allows for more access and convenient, especially families who have to work long hours and only have a weekend to travel and get into the city. The late schedule allow for more time to go into the city and have enough time to enjoy without worry lack of transportation to go home. In addition, the weekend schedule should be run at regular or even more frequent so to provide family easy access to public transportation, encourage greater use and for family to enjoy life by going into the city using public transportation if they are reliable and not to waste so much time on walking to and waiting for buses. Finally, why not expand the light rail from Fairbourne station to 5600 West and further west to Magna? West Valley City is the 2nd largest city in the State, yet has shorter light rail line than other city. Why? Why spend millions of dollars connect the S line, and now in the process of having a 2nd line while West Valley and the population on further west of the city has the most need yet has limited access to these services. In my view, the UTA and the public transportation has not done its job and serve its purpose to extent possible. I strongly encourage the UTA to explore and expand the public transportation, especially light right into the community that need it the most: West Valley City and further west. I appreciate you reading these comments and I look forward to further development and put these plan to help the community that needed the most services. Thanks, Cuong</p> | <p>Thank you for the comment.</p> <p>Additional bus stops may be evaluated through planning with UTA and Local Government Partners following the UTA Station Addition Policy and UTA's Innovative Mobility Program.</p> <p>The Express Bus is planned to have 15-minute headways during weekday peak hours, 30-minute headways during weekday nonpeak hours, and 60-minute headways during weekday nighttime hours. UTA transit planners will determine the hours of service and final decision on headways for the express bus.</p> <p>Wasatch Front Regional Council and UTA considered the extension of the TRAX Green Line to 5600 West. At this time, a TRAX extension of this line is not in the Long Range Plan, due to cost and low projected ridership numbers. The 2050 Regional Transportation Plan identifies a BRT project in Phase 2 of the plan which upgrades the MAX line as the extension of the Green Line.</p> | | |

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| 15. | Jason Shattuck I am looking at the proposed bus stops, and I see a stop at California Street, which there are a lot of business down that street. Then the next stop isn't until the international center. Why is that? I work on 5600 w 300 s, and there are a ton of people that work in the area. A stop at 300 s would be a huge benefit. I know that I would ride the bus if it stopped at 300 s. please consider adding a stop there to benefit the many that work in this area. | Additional bus stops may be evaluated through planning with UTA and Local Government Partners following the UTA Station Addition Policy and UTA's Innovative Mobility Program. | | |
| 16. | Linda Hansen Hi all- As an advocate for those with disabilities, I have expressed the necessity of putting a stop at 3100 S. Where are you moving people to? Some people would just like to be able to access shopping at a store. Much of the shopping is at 3100 S and 5600 W. Walmart, Kohl's, Michaels. It's great to move everyone downtown but how about community accessibility for those that live nearby? That would be appreciated. Linda Hansen | Additional bus stops may be evaluated through planning with UTA and Local Government Partners following the UTA Station Addition Policy and UTA's Innovative Mobility Program. | | |
| 17. | Wendy Wilson This new plan for Mountain View only eases some of the pain of driving in the Southwest valley of SLC. What about south of Old Bingham Highway? What about the east/west area between the 201 the most southern part of Bangerter? The east/west commute is terrible in that area. I had to go east during the commute yesterday morning. From Mtn. View to Riverton Hospital it should only take a few minutes. It was a good 10 minutes with the traffic. It would have been slower on 13400 S. What is being done to help with east/west traffic in these areas? Send from my iPad | UDOT recognizes that there are many transportation needs in the Salt Lake Valley. The MVC Transit proposal is not intended to solve all transportation needs in southwestern Salt Lake County. Roadway and transit projects are programmed for western Salt Lake County in the 2019-2050 WFRC Regional Transportation Plan. The RTP can be found at this link: https://wfrc.org/vision-plans/regional-transportation-plan/2019-2050-regional-transportation-plan/ | | |
| 18. | Linda Hansen Deseret Industries run by the Church of Jesus Christ of Latter-Day Saints is also on 3100 South and 5600 West. This location gives training and employment to many, many people with disabilities. A bus stop there would help people with disabilities access these essential life skills. Thank you! Linda Hansen | Additional bus stops may be evaluated through planning with UTA and Local Government Partners following the UTA Station Addition Policy and UTA's Innovative Mobility Program. | | |

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| 19. | Valerie Otto I strongly support improving public transportation on the west side, I think the express bus sounds like a good idea. It would be ideal if the green line TRAX could be extended to 5600 W too. | Thank you for the comment. Wasatch Front Regional Council and UTA considered the extension of the TRAX Green Line to 5600 West. At this time, a TRAX extension of this line is not in the Long Range Plan, due to cost and low projected ridership numbers. The 2050 Regional Transportation Plan identifies a BRT project in Phase 2 of the plan which upgrades the MAX line as the extension of the Green Line | | |
| 20. | Chris Gebhardt In typical UDOT fashion, you are making yet another poor investment in an "express" bus along 5600 West. There is nothing "express" about a bus that stops every 8-10 blocks. It will still take more time to ride this "express" bus than to drive a vehicle directly to the airport or Uber. This will be nothing more than an expensive venture utilized by a very small portion of the population (if any.) I ride FrontRunner every day and was a long time NYC commuter. Mass transit is native to my culture. UDOT has failed at almost every opportunity in Utah to bring true mass transit to the State. From mixing trains and cars with TRAX, making FrontRunner a solely North-South single rail, to having almost no East-West mass transit opportunities, UDOT does not possess the vision, experience, nor insight to truly solve the transportation issues Utah is now facing. This bus route is just another example of failure by a bloated State agency. Chris Gebhardt | Thank you for the comment. UDOT and UTA are working to identify and construct cost-effective multi-modal transportation solutions. As described in the reevaluation, the MVC Refined Selected Alternative's 5600 West express bus ridership is forecasted to be 2,200 to 3,900 riders per day in 2020, which is substantially higher than the 300 to 600 riders per day forecasted for the EIS Selected Alternative's Phase 1 BRT. The 5600 West express bus would have transit priority measures that would allow preference for the bus through signals and in congested areas. The 5600 West express bus would provide a substantial increase in transit service on 5600 West and for western Salt Lake County. | | |
| 21. | Phillip Johnson Glad to see the new proposed route on 5600 West, but I'm actually concerned about the lack of East-West routes that go past 5600 West. Will a regular route ever be re-instated on 7800 South? There's a LOT of new housing going up West of the Mountain View Corridor, maybe route 78 could extend farther west. | UDOT recognizes that there are many transportation needs in the Salt Lake Valley. The MVC Transit proposal is not intended to solve all transportation needs in southwestern Salt Lake County. The 2019-2050 WFRC Regional Transportation Plan does not currently include additional bus routes on 7800 South west of 5600 West in West Jordan. UTA is always evaluating local bus service and may consider improvements to the bus service on 7800 South in the future. The RTP can be found at this link: https://wfrc.org/vision-plans/regional-transportation-plan/2019-2050-regional-transportation-plan/ | | |

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| 22. | Shirlene Kohnlein Hello, once again the south end of the valley is left out. This needs to go at least to 13400 South. The majority part of growth on the west side is south of 90th South and yet we have no transit system unless we live on the route between the LDS Riverton Campus and Front Runner. Even then, it's sketchy. I have no way to reach the TRAX station in Daybreak unless I go to Front Runner, take it to South Jordan and catch a bus to Daybreak. It would be faster to ride my bike. If there was a safe route to do it on. I am stuck between Bangerter Highway, 13400 S. and Redwood Road with no safe way to get anywhere. No sidewalk, bike lanes are unsafe with the restriping of Redwood Road between 12600 S and 9000 S. Bus routes are few and far between. Mountain View Corridor is dangerous. Please reconsider and at least try to serve the people who live in the southwest quadrant of the valley. Do Mountain View correct the first time and help us get anywhere. Thank you, Shirlene Kohnlein | <p>UDOT recognizes that there are many transportation needs in the Salt Lake Valley. The MVC Transit proposal is not intended to solve all transportation needs in southwestern Salt Lake County. Many roadway and transit projects are programmed for western Salt Lake County in the 2019-2050 WFRM Regional Transportation Plan.</p> <p>https://wfrf.org/vision-plans/regional-transportation-plan/2019-2050-regional-transportation-plan/</p> | | |
| 23. | Scott Lewis The proposed easement along 5600 W and 2700 south is not something I support. As a board member of the HOA that owns this land, the proposed actions greatly affects the value of the land as well as our future development of the land for our community. I am against the proposed re-evaluation and will suggest our board of directors engaged our lawyers to fight this going forward. | <p>Thank you for the comment. UDOT has met with this property owner to discuss the right-of-way and easements needed in this area.</p> | | |
| 24. | Bill Baranowski/West Jordan City West Jordan City would like to obtain funding to expand 5600 West south of Dannon Way by at least 10 feet of new right of way to allow for a center turn lane. This section was studied for transit by the City (by Interplan) and the City adopted the wider cross section to allow for more traffic in the future. The city has also adopted the connection of 5600 West into South Jordan by the TRAX station but no funding and little right of way has been preserved to make that possible. Can these important street improvements become part of the Mountain View Transit plan? The intersection of Old Bingham Highway/5600 West is also in need of widening to allow for turning trucks and buses. We are in support of added transit in the City and will help UTA and UDOT to make this possible. | <p>The 5600 West roadway improvements described in this comment are not part of the current MVC Transit proposal and not needed to implement the express bus proposed as part of the Refined Selected Alternative.</p> <p>UDOT encourages West Jordan to work with WFRM to identify funding sources for these projects. UDOT is working to schedule a meeting with West Jordan to review funding options for these desired improvements.</p> | | |

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| 25. | <p>Corbin Bennion Mountain View Corridor Team, Have watched the Phase 1 Transit plan on your website and read the newspaper notice. We are the civil engineers on a significant number of industrial projects along the 5600 West corridor between 201 and I-80. Based on the existing and future industrial centers in that area that generate the worker population, it seems that a bus stop should be provided in the 300 South/ 700 South area. There is UPS, Bishops storehouse, RC Willey warehouse, etc. as well numerous other industrial/distribution buildings. Also the worker population center calls for the proposed bus stop at California Ave. to be shifted to 1730 South. Please review where the majority of businesses are located. Thanks, Corbin Bennion, Principal</p> | <p>Additional bus stops may be evaluated through planning with UTA and Local Government Partners following the UTA Station Addition Policy and UTA's Innovative Mobility Program.</p> | | |
| 26. | <p>Kathy Van Dame, Policy Coordinator Wasatch Clean Air Coalition</p> <p>Reviewing the document, a few questions came to mind.</p> <p>How will the new Express Bus be funded? The original agreement for BRT was unmet because of funding. Among the purposes of the sequencing was to offer useful transit before habits were set for local traffic on MVC. Environmental benefits were missed in missing the 2015 BRT deadline. We will be missing improvements in transit until the Express Bus is operating.</p> <p>The Express Bus stops on 5600 W are widely spaced. Local riders need service between Express Bus stops. Local riders need access to [for instance] the shopping at 3100 South. How will local bus schedules be integrated with the Express Bus?</p> <p>Thank you for your attention to these comment/questions.</p> | <p>The source of funding for the Express Bus is currently undetermined. UTA, UDOT, and Salt Lake County are discussing options and transit funding sources that could be available for the project.</p> <p>Additional bus stops may be evaluated through planning with UTA and Local Government Partners following the UTA Station Addition Policy and UTA's Innovative Mobility Program.</p> <p>This project allows UTA to better interconnect the east-west transit lines to provide improved local service. Scheduling for the Express Bus will occur at project implementation. The Express Bus scheduling will consider the schedules of connecting/intersecting transit routes and coordinate the Express Bus stops so transfers can be made to connecting transit routes while minimizing delays during the connections.</p> | | |